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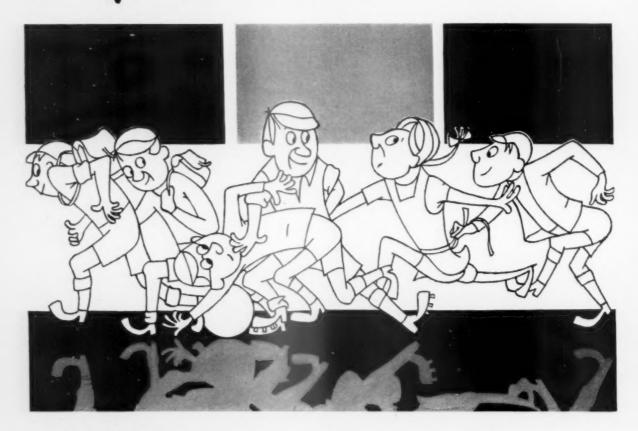
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- URRENT MEASURED RATES

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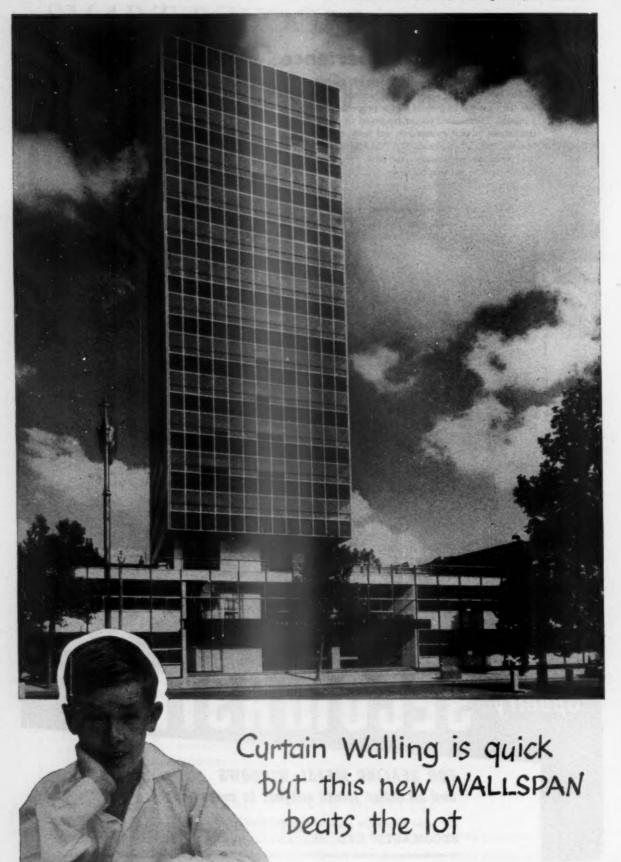
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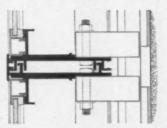
FACTS

A new type of Wallspan makes its debut on the tower of Castrol House—a prefabricated Wallspan designed in collaboration with the architect that goes up more quickly than any curtain walling system yet devised. Williams & Williams developed it specially to fit in with a tight building schedule—18 months from start to finish.

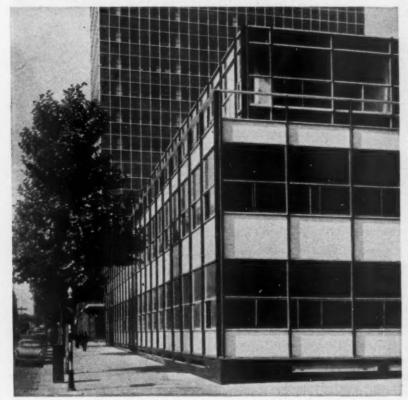
The main feature of prefabricated Wallspan is that its mullion is split vertically in half. This allows it to be supplied in complete prefabricated panels 2 floors high, with the double-hung windows already in place. Each panel is simply hung on to its fixing spigots, plumbed, then interlocked with its neighbour. The walls of the tower block were erected at the rate of 2 floors a week: the interior trades were able to move in and get on with their job fully protected while the floors above were still being clad.

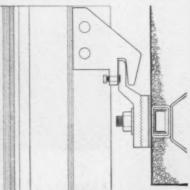
The vertical section shows how the

prefabricated Wallspan is literally hung on to the frame. It is curtain walling in the truest sense, and although designed in the first place specifically for Castrol House, the system is now generally available—a classic example of co-operation between the architect and the curtain walling specialists.



Horizontal section at infill level. Each half mullion forms the edge of a prefabricated panel. When the two panels are brought together, the joint is sealed with Thiokol mastic and an aluminium capping is then clipped on to seal the joint finally.





Vertical section showing fixing detail. As the floor slab is cast, bolts are built in ready to receive the fixing spigots. These are adjustable vertically and horizontally to allow for slight inaccuracies. Hooks on the Wallspan panels engage over the spigots and are kept firmly in place by compression bolts.

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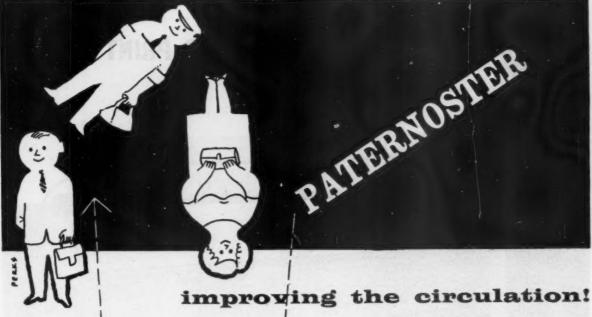
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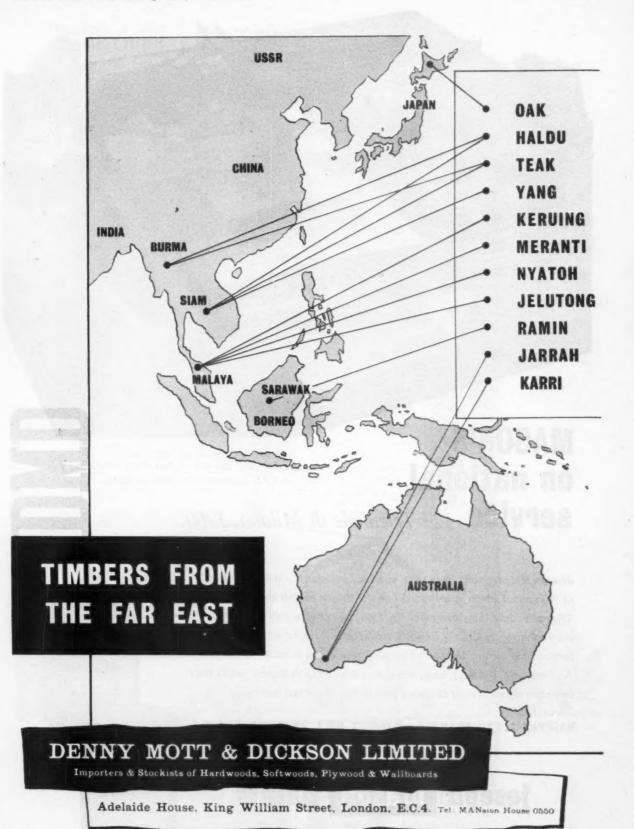
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A model of the new school at Milan exhibition.

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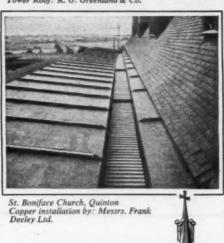
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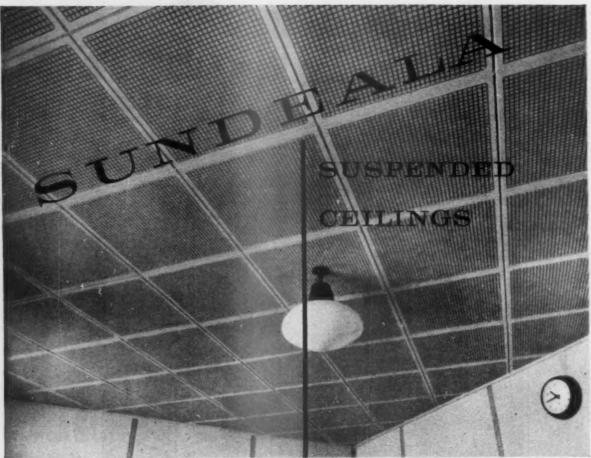
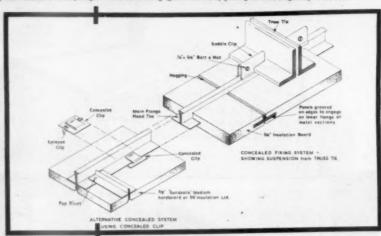


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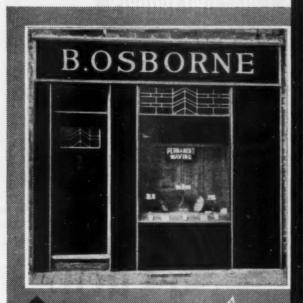
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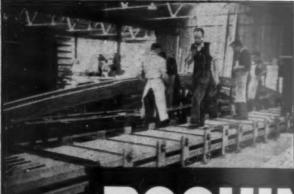
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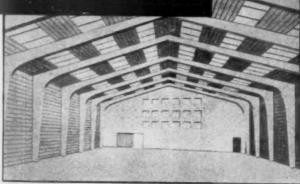
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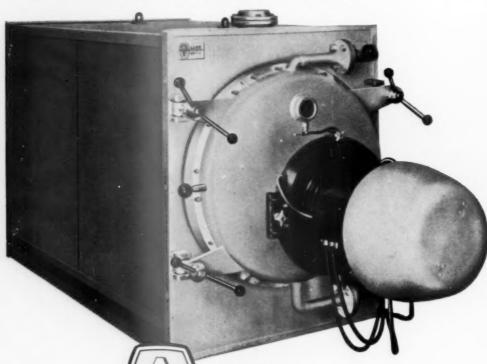




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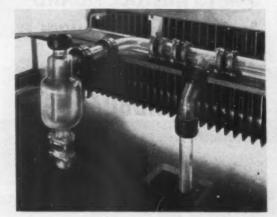
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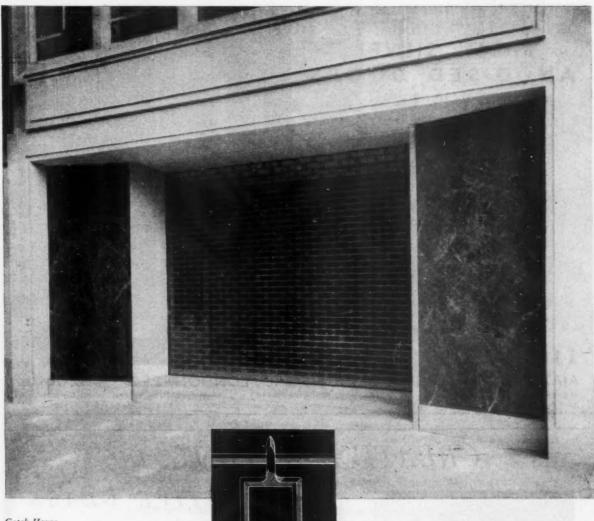
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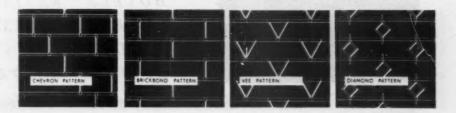


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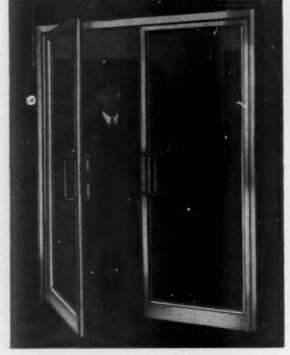
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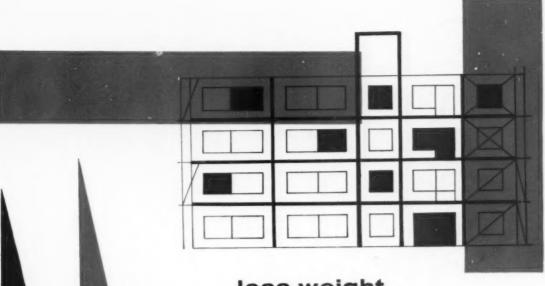
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PICCADILLY PHOENIX?

It is welcome news that Sir William Holford has been invited to be consultant for the design of a comprehensive three-dimensional plan for Piccadilly Circus. If he accepts the commission, he will work with the L.C.C., and the aim will be to produce as soon as possible an overall layout which will enable a development of the Monico site to proceed as part of a larger scheme.

Sir William added further laurels to his reputation with his excellent plan for St. Paul's Precinct. Everyone would like to see an equally successful outcome at Piccadilly Circus, but a great deal will depend on the brief. Traffic is the key to the whole problem: boldness and imagination will be needed from the Ministry of Transport.

Fortunately, there seems to be a real prospect that this will be forthcoming. If rumours are true, Colin Buchanan is to be seconded to the Ministry of Transport to lead the new research team being set up by Mr. Ernest Marples, the Minister. It is widely believed that his brilliant report on the Piccadilly inquiry tipped the very precariously poised balance and led to the present Ministry policy to back proper urban renewal. Is it too much to hope that one of the first tasks of the new research team will be to deal with the Piccadilly problem?

It is clear that a successful solution at

Piccadilly needs a widening of the field of operations. It will be impossible to do very much, either in terms of traffic or townscape, if the limits are too narrowly drawn. In the past the Ministry of Transport have rigidly limited road grants to land actually needed for the road works, and very cramped schemes have often resulted from this.

In the public interest, grants should be extended to cover pedestrian ways, which are after all part of the traffic system, as suggested by Sir William Holford in the discussion at the British Architects' Conference, Manchester.

Our forefathers knew better. The Circus is itself a battered link in Nash's great conception from St. James to Regent's Park. We have long forgotten how to act, if not to think, in terms as bold as this, but the spirit is still alive in other countries. Stockholm, for example, is at present engaged in rebuilding its whole central core in a multilevel scheme which will combine efficiency with beauty.

We have the skill and knowledge to do the same but without big-scale thinking, and acting, on the part of the Government, backed up with sufficient financial support, we shall "muff" our great opportunities and the centres of our large towns will remain muddled and monuments to mediocrity.

EVENTS AND COMMENTS

VISIT TO LE HAVRE

It is surprising how much you can do in a day if you really try. The Architectural Association one-day trip to Le Havre is an example. A party of about 30 travelled by night boat from Southampton last week, arriving at Le Havre early in the morning. By 7.30 a.m. they were in their bus and on a sightseeing tour which continued, with suitable breaks, until 11 at night when they rejoined the ship for the homeward journey, arriving in London before most of their offices opened the next morning. One of my agents who accompanied the party has sent me the following account of the day.

"It is not surprising that British Railways want to close the Southampton-Le Havre service for we had the ship almost to ourselves. The freight was more varied than the passengers and included some jet aircraft engines, a combine harvester, some motor cars, and a catarmaran on a trailer. British Railways have their own little quay at Le Havre with their own cranes, one of which, operated by steam, must be the oldest monument in that part of the city. We breakfasted on board in the traditional manner. A comment to the steward that the coffee was undrinkable produced the cheerful reply that they often had complaints about it but there was really nothing they could do. The complaint taken higher produced a show of concern, a promise of a fresh pot, but it was time to go ashore.

"In spite of the very early hour several local architects were on the quay to welcome us. The customs examination was even less rigorous than is usual in France for we had left our bags on the ship. Some of the younger members regretted this when they saw the blonde customs officer. Soon after half past seven we were away. The new Le Havre comes right down to the water's edge and we had already had our first sight of Perret's work before we disembarked. However, our French guides were too subtle to show us the best parts first and, skirting the shore, we drove up to the high ground behind the reconstructed part of the city. From the top of the cliffs we had fine views over the sea, looking across to Deauville and Trouvilles with the Normandy beaches 35 miles away just discernible through the haze. This suburb of the city, known as Sainte Adresse, contains the villas of prosperous Havrais and the weekend houses of numbers of Parisians. The architecture is inclined to be of the Lotts Brick school with elaborate steps and fantastic formal planting. Where modern architecture appears it does so as a caricature of itself. I thought that many of the more fanciful traditional houses were charming

"Since the flat part of the city has no spare building ground the expansion of Le Havre must go on on the high ground. We saw there a good deal of housing development mostly in the form of flats. According to our guide, Le Havre had the largest number of private houses of all the cities of France. Of all Frenchmen the Havrais is the most individualistic, and that is saying something. As a result flats are very unpopular. The flats we saw were by our highest standards rather dull but serviceable. The layout was spacious but lacked variety. We visited a primary school which, though providing good classrooms and other accommodation, was poorly detailed and cheap in appearance. The reactions of our party were interesting. Some thought

that this kind of thing would not do at all while others thought that we spent altogether too much time and trouble on our school buildings, the requirements of which were always changing.

"Having toured the most recent developments, we passed through one of the twin tunnels which cut through the hill and lead down to the Perret part of the city. You may remember these tunnels, for they have parabolic arches at their entrances forming a glazed porch. This has been done to reduce the suddenness of the change from bright daylight to dim tunnel interior. It seems to work very well provided that you are not travelling too fast.

"My first impression of Perret's work was surprise at its great area. For some reason I imagined that it consisted mainly of one big avenue, instead of which it is a complete town housing 40,000 people. Although it includes the heart of the city it is not the geographical centre, with the result that it has no through traffic. The contrast between traffic density in the geographical centre which was not destroyed and the new part is most marked.

"Perret's greatest monument in Le Havre is the church of St. Joseph. Externally stark and gaunt, with a typical Perret tower, its interior is superb. Though it has been in use for some time, the furnishing of the church is not yet finished. The plan is a great square with the main altar at the centre beneath the tower which is hollow and carried on groups of square piers at the corners. The walls are independent of the tower. If all reinforced concrete could be of the quality that Perret managed to produce, the world would be a much more beautiful place. The windows are divided into small panes and glazed with a mixture of white and coloured glass. On the south side there is almost no white glass while on the north the proportion of white is much increased. This subtle device provides good lighting without diminishing the value of the bright colours projected into the interior by the sun.

"Le Havre is a classical development with chequerboard layout, vistas, a grand avenue connecting planted squares and a colonnaded main shopping street. I found it most satisfying and very French. Perret was a master at extending the French classical tradition into the midtwentieth century. To our present way of thinking his use of high buildings is perhaps a trifle timid, but at the time it was produced the scheme was considered

revolutionary enough.

"The stock exchange, a huge glass-fronted building, stands facing a square which the locals call Place Yul Brynner because there is not a blade of grass to be seen in it. The main hall of the building is imposing but spoiled by some very amateurish and temporary looking murals. The town hall is on the main east-west street, Avenue Foch. It is an important looking building bearing the familiar Perret motif of reversed taper columns standing free from the walls. Something appears to have gone wrong with the northern entrance for the swing doors are domestic size in a monumental façade. Inside M. Jacques Tournant, chief architect for the reconstruction of the city, explained Perret's scheme with the aid of a model. He told us of the special difficulties of the site-it is all made-up ground-and of the precautions taken in the plan to shelter the streets from the prevailing westerly wind which blows off the sea. One of the major points of interest was the varied treatment of each small area to avoid the monotony of a plan where nearly all streets run at right-angles to one another. Then followed champagne with the deputy mayor after he had welcomed the party and been thanked by the president of the A.A., Edward Playne.

"The view from the top of the town hall tower is remarkable, for one is transported at once from the model to the completed town in action. Seen thus, the interlocking open spaces of the plan and the grid-iron layout of the streets are seen to fullest advantage and the general layout with its subtle placing of tall blocks can be fully appreciated. This, one feels, is the planners' dream come true. The only criticism I heard was based on the theory that French paint salesmen must have a very thin time. The buildings, whose average age must be about five years, nearly all looked drab and colourless. A coat of paint on the window frames would have made all the difference.

"After a leisurely lunch we drove into the country past the docks to inspect the great suspension bridge over the Seine at Tancarville. This is the eighth largest bridge of its kind in the world, the other seven being in the United States. The centre span is nearly 2,000ft long and the deck of the bridge is 150ft above highwater level. The beautifully simple reinforced concrete twin towers rise 400ft above the water. This bridge seemed to me in every way admirable, as were the views to be had from its centre. Perhaps the most impressive thing about the construction of the bridge was that in several million man-hours of very hazardous work there was no fatal accident.

"The bridge, projected many years ago, was opened last July, having been financed by loans raised by the Le Havre Chamber of Commerce and a comparatively small amount of interest-free government money. The total cost was between six and seven million pounds. The Chamber of Commerce is recouping itself by means of tolls which might be thought heavy until one considers the alternatives-to drive nearly 40 miles to Rouen or to take a ferry with heavy delay at peak periods and costing much the same. The charge for a small car is about 10s. Lorries pay from 10s upwards according to weight.

'The local architects entertained us to tea at the Le Havre Yacht Club, after which the normal, frail, members of the party collapsed into deck chairs and watched the people of Le Havre messing about in boats while some of the tougher ones went for a swim. The Yacht Club is well equipped with a huge shed, a large quay and an electric crane for lifting boats up to Dragon size. The bar and deck were more spacious than any

vacht club I have seen in this country.

"A gay dinner followed at which the French architects were the guests of the party. Exactly the right kind of speeches were made and the French contingent sang the architects' song, 'Le pompier'. A 10.30 p.m., well and truly tired, we returned to our ship and took leave of our very kind friends, all of whom thought we must be quite mad not to be members of the Common Market. In spite of fatigue and the late hour, the sailor members of the party stayed on deck to con the ship out of harbour. A most enjoyable day and the kind of thing which might be done far more often.

CEMENT AND CONCRETE BEANO

If there is a better trade association than the C. & C.A. I would like to know about it. From its printing to its foreign tours and from its site visits to its research station at Wexham Springs, near Slough, it bears the stamp of unusually good organisation and management. As a propaganda body for the uses of cement in building it is outstanding.



Blundeston Prison, Suffolk, pictured above in a Ministry of Works model. The T-shaped buildings are cell blocks with communal rooms and bath houses on the ground floor. centre building provides classrooms, library, dining rooms, chapels, which, with the gymnasium assembly hall in the foreground, are linked by security corridors. Estimated cost £500,000. Superintending architect, A. C. Hopkinson, Ministry of Works



Exeter Church of England Secondary School, Stamford, opened last week by H.R.H. Princess Margaret. Architect, Edward Craven; main contractor, Stirton Partners, Ltd

Last week the association held its annual Garden Party. All the architects and engineers one had ever met seemed to be there and several hundred more beside. The evening was perfect—the C. & C.A. even seems to have influence there—and the gay hats and dresses of the ladies vied with the scarlet tunics of the Guards band and the lovely flowers in the borders. So great were the attractions of the buffet-it must have been 50yds long supported by a bar at each end-that it was some time before I penetrated to the grounds which were all on show. The range of buildings at Wexham is constantly being added to, as are the permanent exhibits in the grounds. Additions which were new to me were the main terrace in front of the house itself laid out by G. A. Jellicoe and Partners and a town garden designed by Sylvia Crowe. These two alone showed a remarkable range of variety in the use of concrete paving and decoration. Yet another laboratory and office block, designed by the C. & C.A. staff architects, W. R. Oram and J. G. Wilson, is now under construction. Next year, I hear, the association will entertain members of the I.U.A. Congress at a similar party. Given their usual luck with the weather this should be a highlight of the week.

THE TRAFFIC PROBLEM

It is good news, too, to hear that the Minister of Transport is intending to proceed with his committee of experts whose job will be to solve our traffic problems. Our leader today comments on this. Rumour has it that Mr. C. D. Buchanan, who acted as the Ministry of Housing and Local Government inspector at the Monico inquiry, is to be head man with an appointment at the Ministry of Transport. This would be a very good choice, too.

NEWS

Holford Asked to Plan Piccadilly

Sir William Holford has been asked to act as consultant to the London County Council on the comprehensive development of Piccadilly Circus. Should he accept the assignment, he would be asked to prepare a development for the entire Circus in consultation with the L.C.C. staff.

Mr. R. Edmonds, chairman of the L.C.C. town planning committee, said in open council last week that the intention would be to give developers some indication of what would be acceptable in design and appearance. The traffic

problem would also be considered.

Most of the land around Piccadilly is privately owned. Although a minority group of the planning committee think that the cost of purchasing all the land would earn rich dividends from leases after building, the L.C.C. have decided that the cost would be prohibitive. Mr. Edmonds said that the Royal Fine Art Commission, Westminster City Council, and the Ministry of Housing and Local Govern-ment would be consulted throughout.

New Royal Designers for Industry

Basil Spence has been appointed to the distinction of Royal Designer for Industry (R.D.I.) for his work on exhibitions and interiors. The Council of the Royal Society of Arts, which makes the appointments, has also made Charles Eames (U.S.A.) an Honorary R.D.I. for his work on furniture, exhibitions and interiors. Two other appointments R.D.I. are Stanley Morison, F.B.A. (type design and typography), and Alastair Morton, F.S.I.A. (textiles).

The distinction of R.D.I. was established in 1936 for the purpose of honouring eminent industrial designers. The number of holders is limited and with the new appointments is now 44. Honorary R.D.I. is conferred on foreign and Commonwealth designers.

London Transport Appoints Architects

K. J. H. Seymour, F.R.I.B.A., and A. V. Elliott, F.R.I.B.A., have been appointed architect and assistant architect respectively to the Executive of London Transport. The appointments take effect on July 11, following the retirement of T. R. Bilbow, F.R.I.B.A., who is at present architect to the executive.

Alfred Potter Retires

Alfred Potter, o.B.E., who has been secretary of the Town Planning Institute since its inception in 1914, retires at the end of this month. During the 46 years in which he has been secretary, the membership of the Institute has increased from 64 to over 4,000, and Mr. Potter's term of office has extended over the great period in which British legislation covering town planning has led the world. This work was crowned by the granting of the Royal Charter to the Institute last September. Mr. Potter will be succeeded by Mr. P. R. Rathbone, B.A., until recently Scottish secretary of the Royal Institution of Chartered Surveyors.

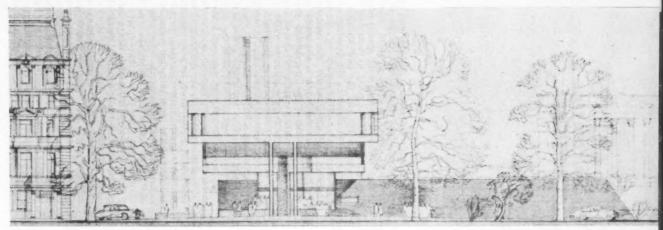
No Probe Into Brick Supplies

The Minister of Works, Lord John Hope, was quizzed in the Commons on the shortage of bricks when Mr. Norman Dodds (Labour, Erith and Crayford) and Mrs. Barbara Castle (Labour) pressed for an inquiry. Mr. Dodds said brick production would be nowhere near adequate. He alleged that many builders said they could not get bricks before November or mid-December unless they paid "black market prices". Mrs. Castle said it was the Minister's duty to see that there was an adequate supply of bricks, and it was wrong for him to hand over that responsibility to the brick-making industry which, she said, was making a record profit out of the shortage. The Minister said that no inquiry was necessary: manufacturers were making great efforts to meet the demand and deliveries so far this year had been a post-war record.

A design for the new Royal College of Physicians by Denys Lasdun and Partners to replace the existing Someries House by John Nash, was recently made public. In this article we illustrate the scheme, and Mr. Lasdun answers some questions put to him by the Editor, A. & B.N.

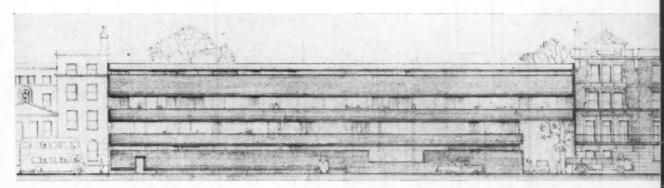
ROYAL COLLEGE

- Q. About three years ago the Commissioners for Crown Land expressed the hope that good modern buildings would be designed to fit in with the Nash terraces on the sites which were to be cleared. Perhaps you could say something about this in connection with the new building?
- A. I think there's only one course that works in relating buildings today to those in any other age, and that is that the architect should care what he is doing and where he is doing it, in other words, the context. Perhaps one of the finest examples of relationships between buildings can be seen in Kings' chapel and Gibbs's Building; different points of style, different heights. The unifying element is the architectural love behind each of them.
- Q. You were not influenced then by what Nash had done, I mean cornice lines, line of window heads, etc?
 - A. No, not at all.
- Q. You were not influenced at all by what was there?
 - A. No. Only in spirit.
- Q. One thing interests me very much, it is the narrowness of the frontage to the park in the new building. The bulk of the building is lost to view and the appearance from the park is subdued. Did this produce a complication? One might think a rather narrow frontage there might have lead you to do something on plan that you might not otherwise have wished to do. Was there anything like that or did it all come quite naturally?
- Not at all. In the early designs we exploited building along the park frontage, but as the problem became more and more studied, not only the functional programme of the building but the context in which the building was going to fit, one thing became of paramount importance. It was that the vista along St. Andrew's Place leading up to these really exquisite renovated buildings of Nash, had the characteristics of a precinct—a backwater. This is after all a college, and the court and the college seemed to go together. This is the most powerful element in the whole design, one which unites



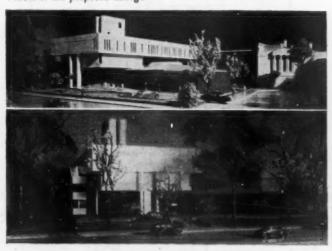
West elevation on to Regent's Park

OF PHYSICIANS, REGENT'S PARK



East elevation

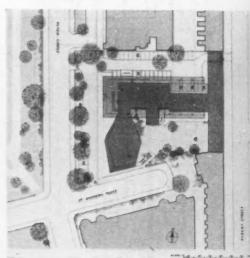
Model of the proposed college

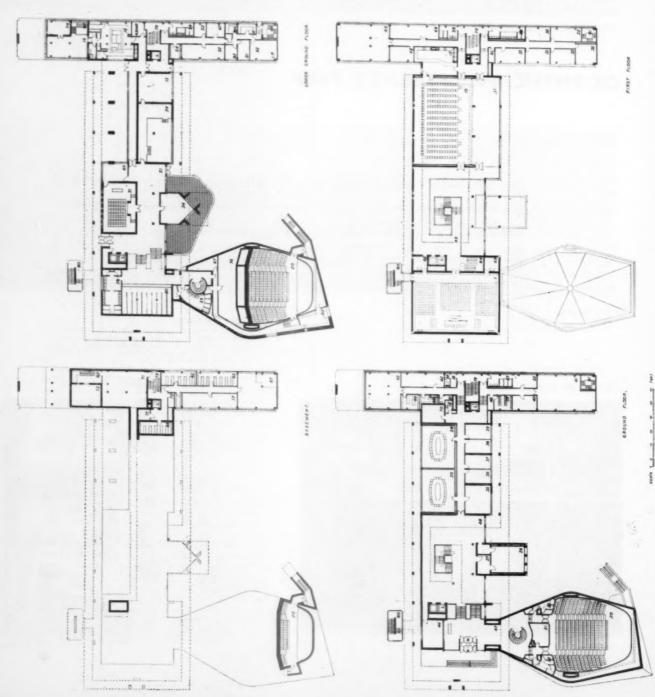


SITE PLAN KEY:

A. Main entrance for vehicles.* B. Main entrance for pedestrians. C. Main exit for vehicles. D. Service entrance. E. Parking area (approximately 40 cars), F. Main entrance to building. G. Garden court. H. Lecture Hall. J. Pool.

Suggested main entrance for vehicles off St. Andrew's Place. In this position, maximum parking area within the precinct is achieved.





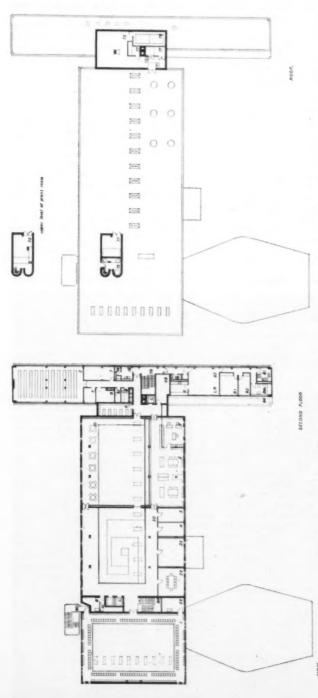
ROYAL COLLEGE OF PHYSICIANS

the building with Nash. You have been asking me before about the outside design of the building. This isn't the element which is building. This isn't the element which is uniting. What is uniting is the spatial relationship between what is going to remain of Nash in the backwater and the new building, and want quiet, peace. At first sight, it would be obvious to put a building along the main park frontage, but when you really examine it, the that has led to disposing the building on the East-West axis. That's part of the story. There are secondary points. For instance, the and, as you know, the Marylebone Road is going to be made a main artery out of London and is going to carry even more traffic. This noise is bad; once you've seen the view for a few minutes it is boring, there are a few trees there, there's nothing magical—and, curiously, the movement through the building, from the the car, move into the hall, into the garages time when you approach in a car, get out of outer circle at this point is extremely noisy obvious at first became quite fallacious after So what is a building for people of learning. and up into the main reception room, East-West direction. examination. natural

The strong horizontal design of the

building, then, is really a natural result of the inside planning?

A. Yes, the outside of this building is the mirror of the inside. But, it doesn't follow, ture, that because you solve the problem on the inside, purely from a functional point of view, that it will necessarily lead to a beauti-ful building (or even a nice building). But the decisions taken in the manipulation of the mirror of the inside. But, it doesn't follow, since we are dealing with the art of architec-



1. Library, 2. Reading room. 3. Stack rooms for books. 4. Harveian librarian's office. 5. Librarian's office. 6. Library general office. 7. Room for photography and repair of books. 8. Library strong room. 10. Dining room. 11. Long room. 21. Chinging room servery, 13. Changing room servery, 13. Changing room servery, 13. Changing room servery. 13. Lecture theories described in the cellor. 16. Kinder servery, 19. Kitchen yard. 30. Main lecture theories. 21. Lecture theories. 22. Lecture theories room. 27. Anne come room. 24. Standish committee room. 25. Standish committee room. 35. Standish committee room. 35. Standish committee room. 35. Anne loom is centrally store. 36. Registers's office. 37. Treesurer's office. 38. Assistant secretary's office. 40. Assistant secretary's office. 41. Typing policy of 14. Accounts office. 36. Registers's office. 37. Treesurer's office. 45. Additional office space. 46. Telephonia. 46. Main staircase, hall and waiting space. 49. Staircase, hall and picture gallery. 50. Upper picture gallery and hall. 51. Lower hall. 35. Porter's for formal staff. 55. Lower pole for formals entance. 36. Staircase, hall and waiting space. 49. Staircase, hall and picture gallery. 50. Upper picture gallery and hall. 51. Lower hall. 35. Lower hall. 35. Lower hall. 35. Lower hall. 36. Standary for relations and tables. 70. Strong for chains and tables. 70. Strong from perioder, 46. Fortzee for operations of the standard rooms. 76. Ventical dependent of the standard rooms. 76. Ventical dependent of the standard rooms. 76. Standard rooms. 77. Liptandard rooms. 77. Liptandard rooms. 77. Stronge for room perioder, and tables. 70. Strong from beneficers. 64. Fortzee for operation rooms. 76. Standard rooms. 77. Stronge for perioders from blandard rooms. 76. Standard rooms. 77. Liptandard rooms. 77. Liptandard rooms. 77. Liptandard rooms. 77. Stronge for rooms. 77. Stronge for perioders for perioders from perioders from perioders from perioders from perioders from perioders. From perioders from perioders from room. 53. Staff r for female fellows. General storage. 74. Transformer cl 80. Escape stairca KEY:

tecture, and there is a consonance between the outside and the inside. I think that is what functional elements of the building, if they are properly manipulated, do lead to archivou see.

are spreading outwards rather than overhanging a room. Was that done just simply to eliminate the sort of dark spaces you get under-I think it is interesting that the galleries neath galleries, or have you got some other fundamental reason for that?

A. Well, like all architectural reasons there is always more than one, there are probably half a dozen, but the first point you made is half a dozen, our and dark areas. But perfectly true, it does avoid dark areas. But there are other reasons as well. The college has international congresses. They have large receptions when the whole building is used: people are in the galleries, on the floor, and rooms and into the next room, rather like there is at an R.I.B.A. reception. These galleries are there is a communion between people across for that function.

Could you say something about the part 0

your clients have played in the design?

A. Yes, I think this is a fundamental question. I am learning to recognize that creative alliance between the man who knows what he wants and the architect who manipulates it result of architecture is really the and makes it memorable.



LONG SECTION

Speeches at the Manchester Conference Dinner

A T the conference dinner speeches were made by the vicechancellor of the University of Manchester, Professor W. Mansfield Cooper; the president R.I.B.A.; Professor Sir William Holford; and the Right Rev. the Lord Bishop of Manchester.

Basil Spence, replying to the toast of the R.I.B.A., of architecture and architects, thanked the Manchester hosts, naming in particular, the Lord Mayor, Professor Cordingley, Mr. McNaught and Mr. Gibbon, and Professor

Cooper, who had proposed the toast.

His wife and he had been in Canada at a similar conference of Canadian architects whose president, Mr. Steel, had sent good wishes for this conference. There were, said Mr. Spence, certain things the R.I.B.A. had got to do as an Institute, or the Canadian Institute would lean more and more on the American Institute.

This was his swan-song, said Mr. Spence, and his term as president had been exciting and thrilling work and companionship. His impression, after two years, was that

architects were nice people.

"Who else would take on this job?" he asked. "Who else would stand always to be shot at; always to be wrong? It is always 'blame the architect', there is no doubt about that

"What other profession would encourage clients to give the same fees to the young architect who comes out from university college as some experienced and some age-old practitioner? Experience and youth get exactly the same fee. This is rather symbolic of our profession. One of the things that impressed me as a student was how the older architect would always help the younger. This gives me the opportunity to thank the elder statesmen of the profession who have helped me.

"First, there is Sir Giles Gilbert Scott. I have had the honour on three occasions to fill his shoes. The first was the vacancy in the Royal Academy created by him. The second was the building centre, where I had the honour of succeeding him as president. And the third was when he resigned from being the architect for Coventry Cathedral and I had the luck to win the competition. This was a difficult circumstance for Sir Giles, but he always inquired

after the design, and always supported it.

"Another elder statesman is Sir Percy Thomas. We must realize that Sir Percy is the champion of the younger architect. I can well remember that immediately after the war he fought for the young architect by promoting competitions and by choosing good design. He has always

encouraged the young architect.

"I must also mention Sir Howard Robertson who has prepared the way for architects of my own age. I will always be grateful to him. Finally, Sir Edward Maufe, who fought for my design in the Royal Fine Art Commission when it was going to be thrown out and when they took such a long time to consider it. I know there are certain people here who have suffered from the Royal Fine Art Commission. I am suffering from it now.

"If I may criticize the profession it is the attitude of the younger architect to the older architect. It is a bad thing. We must be a solid profession and we must put up a solid front. Of course, we have our cranks. I always think of cranks as roughage, and roughage is necessary to good digestion. Let us welcome our cranks, let them always be with us, and let them be in the right proportions.

"What of the future? Remember that we are strong. We are a body of 19,000 members and nothing will hold us back if we act in concert. That is a very important fact that we must not forget. If we hang together we can do great things. Remember also that the capital investment entrusted to architects yearly is enormous. We have a great responsibility but this depends on the support and knowledge of the public. They must know what the architect does, what he stands for, and how he can help them.

We must carry on relentlessly with our campaign to get the architect known to the public."

Sir William Holford, proposing the toast to the guests, said that their guests were usually the hosts—entertaining the architects all the year round with interesting commissions.

If architects learned to combine—with other architects, with engineers, and quantity surveyors, with builders and with scientists—dared they hope that their patrons would combine their resources so that we could get more out of our cities than the mere sum of the parts? That was

what urban design meant.

"If you will entertain us in this way," said Sir William, "we will undertake to entertain you in return, with better service and in the end with cheaper building; with designs that touch your imagination and therefore do something more than meet a schedule. And if the designs fail, we can always undertake to entertain you, as a last resort, with public inquiries.

"The last great occasion of this sort, which ran from December 18 last year to January 16 this year, concerned that other Piccadilly which is as unlike Piccadilly, Manchester, as vice is from virtue. Your Piccadilly has statues of men of unquestioned rectitude overtopped by a stupendous Queen Victoria in bronze. It also possesses bus shelters, admirably designed in aluminium and glass, in which impropriety of any sort is unheard of—and, to tell the truth, practically impossible.

"But that other Piccadilly is the very haunt of Eros; and, indeed, we were told by one of the weeklies that the object of the inquiry was to make it a 'place fit for Eros to live in'.

"The London statue started well as a memorial to that great reformer, the Earl of Shaftesbury. But somehow, when Sir Alfred Gilbert designed what was intended in 1893 as the angel of Christian charity—also, be it noted, cast in aluminium—it soon took on erotic overtones. And it has never Jost them.

"This sort of thing happens only too easily in our strange and ambivalent lives. Many of you will remember that very respectable and indeed statistical publication produced last year by H.M. Stationery Office—'The population of the British Isles broken down by age and sex'. Well, that was what Piccadilly Circus was like when that admirable inspector, Mr. Colin Buchanan (also an architect, I am proud to say) opened the public inquiry into the future of the Monico site.

"I doubt if there has ever been an inquiry like it. To begin with there were two defendants and no plaintiff. Then, when this was remedied, counsel for the opposition hardly ever knew what his witnesses were going to say. One of them actually got the inspector off his rostrum to look at slides which she had projected for him in the body

of the hall.

"All this was remarkable enough. What was equally remarkable was the inspector's report and the Minister's decision. We ought to convey our collective gratitude to the Minister for dealing with this matter so seriously and so well. I think it was hard luck on Mr. Jack Cotton, as the result of an unlucky press conference, to find himself the centre of a cause célèbre.

"But the Minister did not try to patch things up. He recognized that this was a test case and that there were important principles at stake. True, the ball is now back in our court. A comprehensive design has to be worked out, with the eyes of the larger part of the world looking on to see what will happen. But at least the occasion has been remade, and we have another chance to rise to it.

"Now a brief word about some absent friends. There are four of our members who are taking what is euphemistically called in S. Africa nowadays a 'holiday'. In other words they have been apprehended. No one knows what charges will be preferred against them, because no charges are made during the existence of the emergency regulations which have gone on for an enormously long time.

"They are members of this Institute and they have wives and families and offices which are left completely askew. If in the near future we are able to do something to help them, I hope all of you will join us in doing so."

BRITISH ARCHITECTS' CONFERENCE REPORT

On the following pages we have extracted important statements from the symposium and papers at this year's British Architects' Conference at Manchester. Points are included from the papers by Hubert Bennett, Hugh Wilson and Arthur Ling; the paper by Sir Keith Joseph (briefly reported last week); the discussion; questions put to a panel of experts; and the speeches by Sir Thomas Bennett and Maxwell Fry

The County of London

Hubert Bennett began the synopsis of his paper by showing a series of slides of various new buildings in the London of various new buildings in the London County Council area and a series of graphs, diagrams and sketch plans detailing the various traffic and planning problems facing the authority. After showing his slides, Mr. Bennett said:
"What I really want to say in respect of our planning difficulties is that until we put down on paper in this country the road pattern of the future we shall get nowhere.

get nowhere.

"As I said in my paper, we get at county hall almost 15,000 planning applications every year and many thousands of them bring traffic problems cannot their train. These problems cannot the control of th in their train. These problems cannot be solved satisfactorily because it is impossible to deal with traffic problems in isolation.
"At present we are spending as

are spending as much as £6 million a year on what can only really be called road improvement schemes. I don't want to say that road improvements aren't necessary, but they are not the answer. The road pattern of the future has already been designed and accepted in some capital cities— Stockholm, Copenhagen and West Berlin, for example—and I think that

everybody concerned here has a responsibility to see that this work is done immediately. I find it difficult when immediately. I find it difficult when people come along expecting an answer to some development proposal and have to be met with a blank. It means in some cases they have to wait months or years, and land is wasted and this is very years, and land is wasted and this is very expensive. We cannot deal with planning until the people who deal with traffic have done their job.

"It appears this country needs 1,900 miles of motorways, but that is only one per cent of the road area of this country. This gives some idea of the size of the problem.

"In dealing with traffic congestion at

"In dealing with traffic congestion at the centre, the information I gather from other cities in the world is that our plot ratios are too high. Unless a proper ratio is observed we are just going to carry on getting traffic congestion. Plot ratios will have to be examined really seriously. The other point on congestion is the long-term parker. Surely it is wrong today that a man can leave his car on the highway from nine-to-five. If we could only get 50,000 cars out of the centre of London we might begin to get somewhere with our traffic problem. We need a planning scheme for parking over the whole London area as part of a planned scheme and not just a coeval potter." a casual pattern.

Lessons of the New Towns for the Old Towns

Hugh Wilson, architect to the Cumberand new town, showed slides of the area and several slides showing development patterns and the road pattern for the new town. He continued:

the new town. He continued:

"We have been hearing a great deal about what is happening in a great city. My own paper will be concerned with the smaller towns and also with new towns. But the point I would like to make will apply in a general way to the problems which face us today as members of a country which has to undergo urban renewal and as members of a profession engaged in the actual work of replanning and rebuilding.

"I do not apologize for coming back

"I do not apologize for coming back to this point about traffic because that is the principal lesson we have tried to is the principal lesson we have tried to bring out in our papers. Everywhere one reads about the problem of the motor car and one also reads about various makeshift measures of dealing with the problem. The figures of car ownership are rising year by year and at the moment congestion of traffic in our streets has increased to the point our streets has increased to the point that any special event brings chaos to the roads of this country.

The conference in session at the Free Trade Hall, Manchester



CONFERENCE REPORT

"On top of all that we have got the recently announced increase in the productivity of the car manufacturers and one can only assume that these increases are being arranged with encouragement because Government Government departments have been concerned in the selection of sites for the new car factories and this can only add to our problem.

No one would ever dream of building a railway system without stations and signals and well-surveyed tracks. But it doesn't happen with road transport. No one thinks about where the cars are going to go when the cars are being made. At the same time taxes are being collected from motorists and being used

for other purposes.

"I would like to see the car manufacturers take the lead in this and set aside money to establish a research centre to learn something about the motor car and its use. If the manufacturers would and its use. If the manufacturers would do that, and they have a responsibility to do it, it would at least be an attempt to find out what is going to happen when the cars get on the road. This question of research is quite fundamental to the whole question of traffic flow and traffic movement.

"I would like to stress the point that if in every town in the country traffic projections could be carried out on the lines we have adopted at Cumbernauld— a small town of 70,000 people—I think the results would be quite staggering. If we could only appreciate the real size of this problem we could be getting the measure of what faces us in the second

half of the 20th century.

"In most of the towns we must recognize the right of the pedestrian; the places in the town are his, and this is one of the greatest facts of town life. If we destroy that we destroy our towns as places in which men can lead a civilized existence; the motor car must serve, but it must never be allowed to dominate. The two needs —of the motorist and the pedestrian can only be satisfied by the maximum separation, which must be achieved in all parts of the town, in the housing areas as well as the commercial and business centres.

"With the possibility of reaching a figure of 1.4 cars per family and even with major rebuilding in many of our towns and especially the older, histori-cal centres, it may mean we will have to exclude vehicles from the core of the town as the only alternative to the destruction of the town centre. Let us be honest about it, and not just drift

along.
"If I have devoted too much time to the question of the motor car it is because of the road problem facing us; we can do little in the field of urban renewal until it has been solved. can praise the achievements of the Civic Trust, for example, but I feel very strongly that the cosmetic treatment of our streets is completely useless without tackling the problem of traffic. We have got to start dealing with the traffic problem as part of the general problem of town planning.

"We must have regard, as far as plan-ning problems are concerned, to the advantages to be gained from a compact development, certainly in the centre of our cities. I think we should abandon the idea of neighbourhood units.

"I think it is a very important item this whole question of compact development.

"But we must also keep a firm hold on green belt planning. If the problem was watched carefully and tackled adequately, the question of taking some of this land would not arise and there could be better country into the bargain. I would like to stress the advantages that could be gained from the building of new towns and of using new towns for research into various developments of urban renewal. It could be of great benefit in the whole field of urban

"No worthwhile research has been carried on in Government departments concerned with these problems. We had great proof of this in the immediate post-war years. There is a great need for the Government to undertake this research work at the earliest oppor-If we are to have worthwhile planning we must have a national planning policy. But at present what is happening? Where is Mr. Marples' study group we heard so much about last year? I should like to think that tomorrow Sir Keith Joseph will answer some of the questions raised in these papers. If we can hear from him what the Government's attitude is to some of these problems of replanning and what the Government intends to do, this conference will have been worthwhile.

New Circumstances Demand New Ideas

Arthur Ling said in his summary:

"Local authorities have powers for organization and powers to carry out comprehensive development but they have no money to finance it. enterprise has the funds but no powers of organization to secure comprehensive redevelopment. One might think if the two were put together action might follow but existing legislation does not allow it.

"The 1947 Act attempted to solve the problem of compensation and betterment, but its financial provisions are now thoroughly dismantled. The action of local authorities in creating green belts to restrict the sprawl of the cities has forced up land values in the city centres It has made investors look inwards rather than outwards for their sites but the community has made the position more difficult for itself because it has added value to the land it might wish to acquire for comprehensive development.

The 1959 Act under which land has to be purchased at current market values by local authorities has put a new emphasis on the comprehensive development area procedure. Local authorities must have C.D.A. plans; if they don't when they go to buy land they will have to pay more for it. This means that local authorities will have to look at the 1959 Act very carefully and extend the areas of comprehensive development.

"I have made the point that there are

if any, examples of comprehensive development in the past which have been achieved without a comprehensive ownership of land. I am convinced you won't get comprehensive redevelopment without comprehensive ownership.

Turning now to the training of archi-

tects I wonder if there are a sufficient number coming out of the schools who are able to think beyond the party wall and the site boundary. In spite of the increased interest in urban planning we seem to have separated it from architec-ture in our courses. We should teach them simultaneously and we should reexamine the whole basis of training

"When so many redevelopment schemes are in the making it is necessary for some form of permanent architectural advice in the country. But there are 35 county boroughs without a chief architect in charge of an inde-pendent department and 23 of these are in the older industrial areas where the need for urban renewal is greatest. The worst offenders in this respect are the Lancashire and Yorkshire industrial areas, where there are 15 authorities without a city architect.

"As far as zoning plans are concerned too many people think zoning is town

planning when all it consists of are double lines on paper which indicate road widening and plots between which are coloured for various purposes. You can buy special bottles of town planning ink according to what you think land should be used for. Sorting out land use is necessary but it is only a beginning of the whole process of three-dimensional of the whole process of three-dimensional

"It is a tragedy that so many people are content to think of zoning plans as plans for the city. It is time we threw them in the wastepaper basket and started again. We have to make our towns last 60 to 100 years and fit them conditions we can hardly anticipate today. I think we need much more experimentation.

The motor car has shaken people out of traditional attitude but our legisla-tors are still sitting inside them and

reluctant to leave.
"I suggest we need an urban renewal cabinet to bring together all the policymakers at Government level distributed amongst the various ministries and also to bring in representatives of independent bodies. Comprehensive planning requires comprehensive policy-making and no use to have to go to various minis-tries for different purposes and hope we can secure a total design for an area.

"There should be established an urban renewal advisory committee. This would bring together representatives of all the contributors to urban renewal. There is already a central housing advisory committee but there is none for town planning. On this committee would sit representatives of the building industry, the technical professions, the banks, contractors and anyone else who ought to be in.

'An urban renewal development team should be set up to study problems facing local authorities and this government team should be getting well ahead of the problems. An urban renewal act should be promoted. The new towns with far less difficulties have an act of their own."

Thursday's Discussion

H. S. Howgrave-Graham (Crawley evelopment Corporation) said it Development seemed that the contents of these papers, in one way or another, impinged on every member of the profession and every person in the country.

We had got to decide, for one thing, who should be allowed to park a car and who should pay for it, and he questioned whether the ratios in some areas of one car space per 250 sq ft of office space were high enough.

He put in a plea that as far as possible public ownership of large areas of land was preferable to private ownership of large-scale sections of our towns and asked if there could be some leadership from the Ministry.

Noel Tweddle (Civic Trust and the Society for Protection of Ancient Buildings) said:

"I would like to put forward my own view that under the present machinery we cannot hope to rebuild our cities. That is a rather blunt summary of what has already been said by other speakers.

"The reasons for this are that on the one hand we have the local authority which would be able to get hold of this land by C.P.O. subject to Ministry approval but can't finance the scale of development we will face. Equally well, local authorities are limited under their present planning powers and I do not think the 1947 Act is able to make a major contribution to the rebuilding of our cities, much more particularly to the central areas.

"I am not dealing with the problems of slum clearance; I am thinking particularly of the relatively sound central areas. I do not think the Planning Act is satisfactory, therefore I must support Mr. Ling's suggestions.

"Finally, on the local authority side, there is the split at all levels between traffic and planning responsibilities. It occurs at government level and trickles down to the bottom. Until that split is healed I don't think we can ever rebuild our cities as we should like to see them."

A. G. Sheppard Fidler (City and County Borough of Birmingham, vice-president, R.I.B.A.) said that all three architects who had spoken were really planning officers. It put them in a special position when they were able to have responsibility for what was going on in their area as well as designing buildings.

On the question of participation of private enterprise in urban renewal he thought many people did not quite realize what a long involved complicated business this renewal of a town could be.

"It is a big job and it will take local authorities a long time and I was interested in this suggestion of Mr. Ling that local authorities should purchase these areas and put them out to private enterprise."

Cleeve Barr (Ministry of Housing and Local Government):

"Some of the proposals put forward by the speakers are pretty wide and amount almost to a remodelling of our national life.

"Our success is going to depend very much on public opinion and I want to see the R.I.B.A. influencing it at several levels. We must attempt to interest local people in civic affairs; it seems to me there is a new spirit in the air."

Friday's Session

THE President welcomed Sir Keith Joseph, parliamentary secretary to the Ministry of Housing and Local Government, and described him as "just the man to understand what we are talking about at this conference". Sir Keith, he said, had arrived in Manchester at 4 a.m. that morning, but he was "already genned up" on what the conference had been talking about the previous day. Mr. Spence added that architects were grateful for the Minister's decision on Piccadilly Circus and said—"what we look for is action by the Government to create conditions in which architects and town planners can fully deploy their skill".

Sir Keith Joseph's Address

Sir Keith said he was "honoured" to have been invited to address the conference. He felt a little diffident, but because of his previous background he did know something of the difficulties facing architects, and, therefore, it was not easy to "ride away on happy generalizations". He praised the thought and care that had gone into the conference papers; urban renewal was an aspiration everybody shared, and the enthusiasm for it was welcome. Nevertheless, there were aspects of the problem which needed a rational analysis, and that was what he would attempt to do in his address to the conference, he said. He went on:

"The idea of urban renewal is by no means new. All dynamic societies are constantly renewing their environment as we are renewing ours at the moment at an unprecedented rate. The mere process is not what matters, it is what is renewed and how it is renewed that counts. Discussion of this problem can very easily become divorced from the economic and time factors, and it is essential these are considered simultaneously.

"In the United States, where urban renewal originated, it corresponds largely to what we call 'slum clearance' over here, but it also means central area redevelopment, and redevelopment of that belt of desolate property in the twilight areas. I am taking urban renewal to mean all these things—the renewal of our towns, the renewal of our urban inheritence in all its senses. I want to mention a few items of Government policy that must not be forgotten although not normally treated as part of the urban renewal scheme of things.

"There is the deliberate encouragement

"There is the deliberate encouragement in the Local Employment Act to industry to start new projects in towns and areas of high unemployment. This may give an important lead to the rejuvenation of the whole economy of an area and is the best possible spur to renewal.

"Though we may not have enough of it already, there is the construction of new roads and the improvement of existing ones.

"There is the policy of building new schools—many of them fine pieces of architecture — which enliven desolate areas.

"The policy of providing open spaces,



Hugh Wilson (L) and Bill Allen, the study group chairman, listen to suggestions at the study group meeting. Some members who attended are shown below



Sir Keith Joseph giving his address. Dr. Williamson his right, the president, and Mr. W. G. Webb on his left



CONFERENCE REPORT

and finally—a hobby horse of my own and something in which Manchester has been a pioneer, the whole policy of clean air, which not only makes for better health but drives away the depressing grime which affects buildings and leaves colour only to the advertisement hoarding and the shop floor. Clean air could make a revolution in the lives of women, bringing them some of the blessings of

more leisure.

"These are all lines of urban renewal which I mention so that they won't be forgotten and to keep the problem in perspective; urban renewal is going on all the time. I refer to Mr. Bennett's paper, his progress report on what is happening in London where the problem is challenging in its size but is responding to treatment. Each year vast sums are spent on investment on all kinds of buildings—offices, shops, homes, universities, in the towns and cities which we are discussing today. But although shops and offices are important, houses are the principal elements in the environment. What has happened in the hous-

ment. What has happened in the housing field in the past 10 years?

"Could we do more? There are many claims on our resources, but I make no apology for the fact that since 1951 housing has been given a large share of the total capital investment. The building rate is 300,000 houses a year, and other claims must be met. Can we, or

should we do more?

"Here we are up against two things—
the resources available and the choice of
priorities. Resources are not unlimited
and there are many claims to be met.
First there is slum clearance, and surely
we can all agree on broad social grounds
that this deserves some priority. Something like 60,000 slums will be torn down
this year and 150,000 people rehoused.
Then there are the claims of the elderly—
a growing proportion of our population,
many of them living in unsuitable conditions, and some of them occupying
houses which are too large and inconvenient to manage. We need to go on
building for these old people to give
them the right kind of accommodation
and also to secure the larger houses
which they give up.

and also to seem which they give up.

"Then there is private enterprise house building. This has three great virtues—it meets a real demand; it makes no claim on the taxpayer, though it does on the physical resources; and the extra accommodation it provides indirectly helps to meet the demand for housing. Already there is evidence of a rising—though still small—proportion of council tenants buying their own houses and making way for those who are in more

need.

The "Twilight" Areas

"As progress is made in dealing with them, so resources can be released for dealing with the 'twilight' areas of our towns and cities. These areas are not slums. They are areas of old and out-dated houses, usually badly run down, and generally having a shabby and squalid air. Often, because of their condition, arrangement or setting they are incapable of or not worth improving. In many cases, they include larger houses being used as was never intended, being occupied by several families without, however, providing adequate facilities for

decent family living. Often they are badly overcrowded and lacking almost entirely in convenience, comfort, and privacy. Revitalizing these twilight areas will take a long time; we shall have to grind away at the job of pulling down and rebuilding as the opportunity offers. The task is so great that it will call for the combined efforts of public and private enterprise on the widest possible scale. There will be enormous opportunities for both. Looking ahead in the next ten years, against a background of higher income, more education, and a continued rise in housing expenditure, we can expect a growing desire on the part of families in the twilight areas for better houses. The process will be helped as rentals become more real and as the number of controlled tenants dwindles and as rents find their level according to quality, and as the total stock of dwellings grows so these twilight areas will be redeveloped.

"The task should not be for local authorities alone. They need the help of some of the bigger management and capital private enterprise can provide. At present private enterprise is building on undeveloped land, but there are limits imposed by transport, green belts, and distance from work. Private enterprise will have to turn to opportunities in the

cities and towns.

"Is it too much to hope that developers will be forthcoming who will buy as vacancies begin to occur, hold for a time, meanwhile concentrating vacancies by means of transfers, until they have a sufficient number of empty properties to make a satisfactory redevelopment unit? Once the process has started it can continue as other properties are emptied and the families moved to new accommodation.

City Centres

"I turn now to city centre development. With the Minister's decision on Piccadilly and with the Civic Trust conference just ahead, this is a subject on which I must walk warily. It is a subject of lively current interest and all three papers had something of great moment to say about it. A good deal of reconstruction is going on in city centres although no one would claim that what is being done is solving our problem. Sometimes there is a lack of appreciation about our problems and misunderstanding about the powers of local authorities."

"I hope some of the things I am going to say will provoke discussion. They are not being said as a dogmatic answer to what has already been said, but as a contribution to the debate. In planning control, local authorities can lay down a pattern of land use and operate plot ratio control, and reject particular proposals which don't meet their standards of design or external appearance. I have said on several occasions that I regard this as a most delicate weapon that could, if ill-used, suppress new design, initiative and experiment. These are all negative forms of control and it is a different thing from the authority being able to say they insist on buildings of such and such requirements being put up. In a particular area it is possible for an authority to prepare a three dimensional plan and the Minister has just asked the

L.C.C. to consider doing just this for Piccadilly Circus where any planning will have to take account of the need for the Circus to act as a traffic intersection.

"If the road pattern of an area is to be completely redrawn it may be necessary for a local authority to seek to have it declared as a Comprehensive Development Area and take powers to buy land compulsorily. Public ownership may well be the only course in certain special areas where a major alteration of the road line is needed. But there must be a limit to the cases in which the Comprehensive Development Area procedure is justified. For one thing, the resources of the local authorities won't permit them to prepare plans for the greater redevelopment of our town centres. It is suggested some help should come from the Exchequer for the redevelopment of central areas.

Blitzed Areas

"There are good grounds for assisting blitzed areas, or, perhaps, areas of special interest, but I find it difficult to persuade myself that there is a strong case to call on the taxpayer to help the redevelopment in the most commercially attractive parts of their towns. There may be some case for suggesting that what is happening at the moment is that the cream is being skimmed in some areas. I do not deny that this could be true, but it does give a picture of local authorities being left with areas of unremunerative land in central areas. The two big problems are making adequate provision for traffic, and providing open spaces, and it does not seem unreasonable to me that this should remain a civic responsibility.

"I do not think it is right to tackle this

The control of the co

the local authority.

Changes in the Law?

"The C.D.A. procedure has been criticized on a number of grounds. It is pointed out that it involved a lengthy procedure and that the results tend to be too rigid, and it is claimed there should be something simpler and less time-consuming. I can't find that any very clear proposition has emerged for a new kind of procedure. If it is to be statutory, what changes in the law have to be made?

"Are such new provisions likely to be less cumbersome, less rigid and less time-consuming than the other? If it is to be non-statutory there is nothing to prevent authorities from preparing three-dimensional plans. I am not suggesting there may not be a case for changes in the law, but no case has been made out so far for any specific amendment and a good deal can be done within the existing powers. Where a planning authority produces a scheme

for a whole area it will be produced at a time when the authority knows little about the requirements and purposes of some of the development in the area. The problem of timing is one of the trickiest of all. But a good deal is going on, and two particular examples are the St. Paul's precinct and the Elephant and Castle. I have mentioned that comprehensive plans should be prepared, and an interesting idea is the Spur suggestion towns within cities. London there is a long list of interesting schemes—like Coventry and Plymouth and others which are at the planning stage, and there has been the interesting

work that has gone on in the new towns.
"Although Mr. Wilson had some derogatory comments to make about development plans, it must always remain the responsibility of the local authority

to settle basic layout.

Traffic

"Dealing with traffic, I suppose to the individual a car is a desirable possession and the increase in the number of cars is a welcome sign of prosperity. But the centres of our cities have become congested. This is a problem which, at long last, has seized the popular imagination. What a revolution it would be if it were made impossible for a motorist to hit a pedestrian.

"I don't think anywhere near enough consideration has been given by architects and planners, or even anyone else, to this aim and the manifold consequences it would have on our towns. That is why Mr. Wilson's paper on Cumbernauld was so refreshing.

"In our towns and cities even small face-lifting has a most important place. One of the speakers has decried face-lifting. Face-lifting is not an alternative but we must value the good it produces. When it is properly carried out it can transform a whole area at comparatively little expense.

Land Use

"We don't want to see any rigid separa-tion of land use which will result in the city centre dying at night. It must serve to enrich our lives and there must be pro-vision for leisure activities. That is why I welcome the idea of a return to the city, and why I welcome restaurants and coffee bars. I hope the coffee house will continue its march towards the 20th century.

"How can one be sure of what should be the social methods you use? Mr. Wilson condemned neighourhood Wilson condemned neighbor that units. Some investigators have told us there was more life in the slums than in the hygiene of the new estates. If that is so, we hope you will design so that this neighbourly environment of the slums can be translated to better living

elsewhere.

"Other professions have made a contribution, but the case for architects to be playing a major part in town planning is a strong one. In the past they have tended to deplore the results of what is going on without attempting to participate themselves

"They must be ready to recognize that there is a routine as well as a creative side to planning, and they must play

their part in it. I must echo Mr. Ling's regret that there are so many large authorities without a chief architect in charge of an independent department. would like to see each county borough and each of the district councils with its own architect, or at least making it practice of seeking the advice of archi-

What are the lessons for the Ministry? We regard urban renewal as a collection of different problems. I have already spoken of the aspects of renewal which we regard as most urgent. We are We are encouraging authorities to push ahead with these as fast as possible. I have also mentioned what we are doing in improvement grants. As far as central areas are concerned we conceive it our duty to see the best advice is available to local authorities. There is constant contact between our own technical officers We are making and the local authorities. it our business to find details of schemes progress and to disseminate that ormation. We hope to pass on to information. authorities generally the lessons learned by the pioneers in redevelopment, and we shall be studying the questions raised by Mr. Ling and Mr. Wilson about exist-ing powers. I am a little sceptical about some of the criticisms and some of the suggestions, and although I am not going to comment on them in detail, I hope discussion will promote a meeting of minds on particular criticisms.

"We have set up our own small research unit for this purpose of urban We intend to carry out some practical experiments on the ground. We accept what Mr. Wilson said about the fertility of the architect and administrator team. We are applying this in our own organization. But our resources are limited and progress will not be

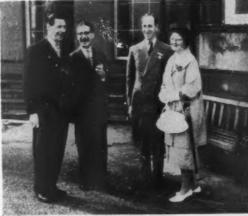
startling.

"The answer is not in the hands of the Government or of local authorities alone. We shall provide all the encouragement and help we can, but it is only by constant research and experiment on the part of all concerned that progress in urban renewal can be made."

The Panel

Following Sir Keith Joseph's address Following Sir Keith Joseph's address a list of questions was put to a panel of which the members were: Dr. T. E. H. Williams, senior lecturer in highway and traffic engineering at King's College, University of Durham; Sir Keith Joseph; Mr. W. G. Webb, deputy chief valuer to the London County Council; and Dr. A. H. Marshall, city treasurer of Coventry. The questions had been prepared at the The questions had been prepared at the previous day's study group, and they were put to the panel by the president, Mr.

Q. 1. The conference speakers and the study group, which met yesterday after-noon, clearly expressed the sense of urgency that many architects and planners feel. It has been said that if development is allowed to continue piecemeal, to an out-of-date pattern for five or ten more years, it will be almost impossible to change the basic town plan. Does the panel agree about the urgency, and what does it consider the most



At the garden party. L to R: A. G. Sheppard Fidler, David Benton, registrar, A.R.C.U.K., Arthur Shannon and Mrs. Sheppard Fidler



Gordon Ricketts, secretary of the R.I.B.A. (L), talking to Bill Spragg, past secretary. (R) Mrs. Cyril Conolly. wife of the Essex County Architect, talking to Mrs. Gordon Ricketts. Below (L to R), Geoffrey Rowe, president of the West Yorkshire Society of Architects, Arthur Ling and Whitfield Lewis, Middlesex County Architect



CONFERENCE REPORT

important immediate action to be taken? Does it favour such proposals as urban renewal advisory committee, or an urban renewal act?

Mr. Webb: I am not entirely certain that any new legislation is required, but I am certain there are a number of practical problems which need to be solved in terms of acquisition of land, in terms of management, and also on public ownership and the leasing of land to developers. I do think some form of advisory committee would be most useful. There was a similar sort of committee to deal with blitzed areas, and it would seem to be a sensible suggestion to bring it up-to-date to deal with the blighted areas.

Dr. Marshall: I think people of all professions would agree that this great problem needs urgent attention. I think everything should be done to establish committees at national and local level to look into the problems involved. It should not be beyond the capacity of architects to get out a local scheme, and for this scheme to be regarded locally as having one of the great claims on the budget.

Dr. Williams: My experience in Newcastle has proved to me that all the professions have something to offer. Mr. Bennett has said that the pattern of the road layout should be firmly crystallized before planning begins. This stresses the need for traffic engineering studies. We have no idea of what should be the driver's choice of route and what decides the purpose of a journey.

Sir Keith: I am going to throw the responsibility on the other side. I think the initiative lies with planning authorities and with us at the Ministry in our study group. I can assure you that any suggestions which emerge about necessary changes in the law are given the most serious and detailed study.

Q. 2. The techniques of urban renewal and city design today require the development of very large areas of land within a single ownership or control. How does the panel consider that this could be achieved, and what solutions can it offer for the problem of compensation and betterment?

Mr. Webb: Broadly speaking, at the moment we have not solved the problem of betterment, we have just abandoned it, with one slight exception which is not always realized. The 1959 Act does secure a form of betterment in terms of set-off.

Inherent in this question is the belief that central area redevelopment necessarily means that land values rise. I doubt if that is always occurring. If you take the centre of a very highly developed city in the prosperous conditions of today and want to lay it out afresh, you destroy that asset, and you lose on that before you start afresh and create a new aspect. I am not convinced that always the new asset is any greater than the value of the old asset in terms of sheer land values, of planning, and of social convenience. I accept at once that we shall get better conditions, but in terms purely of land values I am not convinced.

Q. 3. Attention has been focussed at the conference and in the study group on the Ministry of Transport, which it has been said does not know what to do with the traffic and is lagging behind in road planning. Does the panel agree, and how does it consider that road planning can best be integrated with regional and town planning?

Dr. Williams: As far as the position in Newcastle is concerned we were hampered by a lack of basic information. We must start as soon as possible and be prepared to spend money in setting up study groups—I mean full-time professional men—to collect basic data, analyse it, and present it so that it can be made good use of in comprehensive planning.

Mr. Webb: In London we have recently started the London road committee under the chairmanship of Sir Richard Nugent, and all the professions are represented, including valuers. From my own point of view I can't stress too highly the importance of a forward programme in urban centres.

Sir Thomas Bennett's Summary

Sir Thomas Bennett summarizing the proceedings of the conference up to that point said:

"So far, it looks as though the members have divided this subject of urban renewal into three groups.

"The first is the redevelopment of town centres. This is normally economically sound and it produces a profit and is actually subject to a good deal of pressure from inside the central areas, very often because shopkeepers want to rebuild and bring their premises up-to-date. But it is a process where there are very serious obstacles in the way initially because of the extraordinary lack of knowledge which has been produced from the Ministry of Transport. It has been the experience of planners in town centres that they have no idea of the future of road widening schemes or what traffic junctions there are going to be, and one can't get any information. This delay goes on for months and even years. The Ministry of Transport is hopelessly behind its job and unless it produces its information much earlier and in a much more definite manner, it is going to continue to hamper planning. "In the majority of town centres the

In the majority of town centres the pattern that has grown up is no longer applicable and it is necessary to do a good deal of comprehensive planning to adjust the shape of the streets and the size of squares. We see in the problem the difficulty of comprehensive ownership. We accept Sir Keith's comments that this is not just a question of the public authority or the Government owning large quantities of land or attempting to use large sums of money to provide it. Monopolies, either by the State or by private enterprise, may have disadvantages in the long run, but comprehensive ownership in some form is quite essential; but this is a grave problem for which we do not see a simple solution.

"We quite accept the fact that the wholesale distribution of Compulsory Purchase Orders is probably undesirable, practically impossible and, in any case, it involves the provision of large sums of money to which the Chancellor of the Exchequer may raise objections.

Exchequer may raise objections.
"We are fully conscious as businessmen and architects that these difficulties exist, but in spite of them there must be a solution to this problem of comprehensive ownership, and I would suggest it as a subject for study by the Ministry.

"We think the second group of problems lies in the 'twilight' areas. We realize there are many properties which could continue to have useful life but that is not the essential problem of these areas. The essential problem is that they are laid out to a bad pattern, the properties are appallingly close together and in some of the towns are hopelessly impossible. It is not a question of waiting for the moment to arrive before we renew them on the same sites. We are no longer satisfied with the grid pattern of our roads. We realize also the point Sir Keith made about the building industry and the architects being full of work, but there must be a scale of priorities and even if the Ministry and the architects and the surveyors and the other interests involved were to begin at this moment to study the question of how you can reasonably replan the bad twilight area, it would still only have its programme in order by the time the building industry was ready to receive it.

"This is a question of intelligently applying our present ideas of living to an area which belongs to another age. It not only applies to London, it applies equally to the provincial cities. These areas exist in the Manchesters, the Liverpools, the Leeds, Hulls and Sheffields and the major towns which grew up in the industrial revolution period of the last century and each of them requires some kind of studywhich must be directed by some kind of principle which must be evolved by the department concerned.

"There is a third category presenting a most difficult problem. This category contains the towns which are "scabs" on the countryside; the frightful towns of the Potteries and the coal-mining areas, and some of the cotton towns. These are towns which are appalling places in which to live visually and from every other point of view. There are other towns which are dying which can't claim to have a bright future and where new buildings will only attract new tenants if the towns are included in one of the expanded town programmes in which definite efforts are made to get more industry into the town.

"One speaker has made some reference to the possibility that you could share the profits and losses of development in the central areas and in the twilight areas. We all know there are towns in which the centre is being redeveloped and where there are new houses being built on the outskirts, leaving these areas in the middle where the problems

"The Ministry of Transport deals with roads, the Board of Trade deals with industry, issuing certificates haphazardly without any regard to planning. They deal with different things which ought to be brought into the planning field.

are insoluble.

We must definitely extend the title of the We must definitely extend the title of the Ministry of Housing and Local Government to include the word 'planning' somewhere. The Ministry could then have a bigger say in the actions of the Transport Ministry and the Board of Trade and endeavour to make it one significant instead of three or four with picture instead of three or four, with some measure of economics included in

"Towards this end we need enumerate much more accurately the headings under which problems are we think there should be some committee of inquiry which should have the confidence of the public by publicity and which should generate a real desire to deal with this job of urban renewal which is being done at present in such

a piecemeal fashion.
"We are a profession with imagination and we think the job should be done properly. We realize that the total national expenditure on it is a sum of money which can't be conceived and that the building industry is faced with work such as factories and hospitals and houses. But you must realize that long before the builders are ready to begin there are many problems to be studied so that a programme can be prepared for them. This is urgent, although we are thinking in terms of 5 or 10 years are thinking in terms of 5 or 10 years ahead. We think the public tends not to realize all these problems unless the Ministers concerned tell them. There are many side issues, not the least of the publish is supplying them. which is synchronization. Then there are the problems created by traffic and these are still without a solution.

"All these things are the questions of urban renewal and they must not be thought of in a vacuum. They are urgent questions and, unless some kind of body is set up to inquire into them, we can't see either public or private

enterprise solving them in any number of years, let alone 5 or 10."

Discussions from the Floor

D. Rigby Childs, London, on the scope of the architect's responsibility said: "If one reads Mr. Allen's paper of last March on 'Our profession in a contemporary society', together with these conference papers, it becomes quite clear that our primary responsibility is a dual one—for design of buildings and for environment. Up to date, the profession's bias, as represented by the activities of the Institute, has been heavily in favour of the problems of building, design, science and technology.

"As brought out at the annual general meeting, this lack of balance is reflected in Committee activities up to date. The tragic divorce we have had since 1947 or so between so many architects and town planners can be made up perhaps, if the architect's role in urban renewal for instance, is conceived in terms of designer and environmental

"It is very likely that it has been the profession's half-hearted interest in the wider problems of planning that has led to the present absence of strategy in so much current town planning policy. We are at the beginning of a new phase in town development and this profession has a chance of showing its calibre. In the next year, led by the Institute, the profession should clarify its ideas on environment. It should stimulate and bring together new ideas on town design. It should promote the study of the anatomy of towns. It should assess what measures are needed to stimulate a greater understanding of why some environments are vital, and why some are

Lt.-Col. Leslie K. Watson, a private architect and planner, London, said it was necessary to have a new Ministry; it might be called the "Ministry of Planning and Redevelopment".

Sir Keith had said there was nothing to stop a local authority doing what was required. But in the majority of cases local authorities hadn't a clue how to set about redevelopment of their towns and they were easy prey to the development

companies that came along.

The Ministry could help itself and everyone else who wanted to keep green belts by making quick decisions after these inquiries; two years was far too long. Sir Keith had said something like "the Minister has not ruled out the possibility of further new towns". That was very discouraging. You had got some very fine teams who were experienced in building new towns under these novel conditions. They have achieved great successes and they were now being dispersed. It was a grave waste of technical ability.

J. E. Tyrrell, of Gosport, said he was more concerned with the problems of the smaller local authorities, in the interests of better planning, and the problems before architects. The normal procedure before architects. was that as land became available to the local authority it had to think about providing open sites and providing for the community, whereas all private enter-prise had to think about was "how many houses can we get on it"? A change of law was necessary so that private enterprise played a proper part in redevelopment.

In some small places he was confident the answer to the road problem lay in multi-storey garages and a much greater leadership should be given by the Ministry in the form of help or subsidies.

F. W. Davey, of Stepney, said there should be a sense of urgency now about the redevelopment of "twilight" areas, and it should be going on at the same time as other development.

J. L. Berbiers, city architect of Canterbury, said in the process of renewal we were creating new slums. were creating hygienic slums which provided the necessary space around dwellings, but which were completely devoid of any character and which were depressing in the extreme. There were vast areas of development of this kind in a great number of towns throughout the

Sir Thomas Bennett said he would like to put it to Sir Keith that if street park-ing were banned, private enterprise would build all the multi-storey garages needed. This thing would be possible if



(R to L) Mrs. L. Monks, wife of partner, Cruikshank & Seward, Mrs. G. Kenyon of Newcastle on Tyne and Mr. and Mrs. Seward of Cruikshank & Seward



Queueing for tea at the garden party

Sir Gerald Barry (L) talking to Sir Thomas Bennett before the conference dinner



CONFERENCE REPORT

it were given as a firm Government decision in a number of areas; say that some streets would be banned in three years' time completely, and a number in five years. If that were firm Government policy, he had no doubt that private enterprise could build all the garages needed. If Public Works Loan Board loans were made available at the current rate of interest with redemption in 20 years instead of 60 years that would help to tackle the problem of providing these garages. He thought it could be solved in six or seven years.

Sir Keith Joseph said that, without going into this question too deeply, the object of parking meters, coupled with the powers given to local authorities to see that garages were erected, had this sort of purpose in mind.

B. Bunch, Northampton, said people get the sort of towns they wanted and deserved. You could either have a nice town or a chaotic mess. He thought architects ought to talk to people just as much as they ought to appeal to Ministers.

Dr. Williams: "I could not agree more with the previous speaker about this matter of studying the problem in total. Let us beware of a haphazard collection of multi-storey garages without appreciating what the effects could be on a development scheme. Even a comprehensive type of highway system might be defeated completely by haphazard erection of these garages. You must place them in a position where they will be used to capacity and provide worth-while investment."

C. H. Elsom, London, asked how many green belts there were and how many had been approved. He had an awful feeling that the answer to the last question was only two.

Sir Keith said as soon as a green belt proposal was made to the Minister it was treated, from the planning point of view, as a confirmed green belt until such time as the decision was given by the Minister. During the period it was being considered all planning applications to build in that area were treatedfor that period at any rate—as if the green belt had been confirmed. It would be totally unfair to judge the Minister's policy on green belts by what was happening during the tentative stages of a proposal working its way through the planning machinery and which had not been submitted to him. When a green belt was confirmed, and during the time it was being considered, it was as near as could be sacred.

H. S. Howgrave-Graham, Crawley Development Corporation, said every county council and borough council should have a landscape architect on their staffs; that would prevent the waste of trees and the spoiling of land. The county landscape architect could advise the smaller authorities in their area.

Sir William Holford said: "In addition to comprehensive development there is also such a thing as comprehensive muddle, and after listening to so many different points of view about so many

different things, I listed 15 points I made about new legislation. You will be relieved to know I am not going to mention them all.

"When there is some area which is obviously of interest to citizens and councillors, it is not reasonable that some developer or promoter should be able to come along and ask immediately for a decision on an application and develop it in some way different to what the local authority wants. There should be a moratorium on special areas in towns.

"The public has rights and interests in this business. We can't always give publicity to schemes in the early stages, but when it is obvious that an area is of special interest to a town it does seem to me that the Minister should lend his weight—I won't put it stronger than that—to the local authority and say 'this is an area where there is a great degree of public interest and where I should support you if you issued pretty stringent conditions on its development'.

"I think a local authority should be entitled to say to the man putting in an application 'this is an area where we want to be certain you have first-class technical advice and that when you put up a building in this area it is going to have regard to the long term as well as the short term possibilities of the site'.

"The Ministry should lend its support to a local authority that is anxious to make a good scheme out of one which is put up as a possible scheme by an individual developer.

"On transport it seems absolutely inevitable that we shall have to consider more variations in level. We have to consider how some help is to be given in providing access up to, and down from, the public roads. The Ministry of Transport has said 'we are not interested in providing grants for minor roads or pedestrian precincts, we are sticking to the roads'. It would be very much better if they would regard roads as not for vehicles only, but as transport machinery and include in their machinery access to these roads.

"Before 10 years are up we shall have to think about escalators, even moving pavements in difficult places. That seems to be part of the transport system. It will be up to the Ministry of Transport to make sure that pedestrians get up to and above the pedestrian way. I hope we shall table these points so that in the future discussion this subject warrants, they can be added to the list."

Max Fry's Summing-up

Maxwell Fry said he had two duties. "One is to thank the speakers, first those of yesterday—Hubert Bennett, Hugh Wilson, and Arthur Ling—and the speakers today. Thank you, Sir Keith Joseph, and the members of the panel, especially Mr. Williams, who sat in at such short notice to fill the place left by the untimely death of Mr. Gibbs, of Cumbernauld. Then Sir Thomas Bennett is to be thanked for his contribution. We also owe a great debt of gratitude to Mr. Allen, chairman of the conference, and to Mr. Williams, the chief clerk, for making this conference such a success.

"This small country of ours is being fully occupied and there is no spare land. It must be regarded as one would regard

a precious garden of limited extent which we could bring to perfection with skill and care and comprehensive treatment. For no gardener will deny that a comprehensive plan is what makes the beauty of a garden

a garden.

"Indeed, we are now facing the problem of what to do with the bad old towns
of the 19th century, the relics of our past
and the sins of our great-grandfathers.
We reject the ideas of the 19th century,
and we reject these bad old towns, and in
the name of the comprehensiveness that
has run like a fire through this conference, we set ourselves in this new
century to a new way of doing things.
It is a rejection of the laissez faire of the
past, and it is a rejection of the piecemeal
idea.

past, and it is a rejectively glad to have Sir Keith Joseph with us, but perhaps we are looking to his colleagues, for there are other Ministries dealing with other aspects of town planning. In our dealings even with town planning we have, in the past, lacked comprehension, and it is that more than anything else that we architects are looking for so that we can get on and deal with these problems. "We are worth listening to because we

"We are worth listening to because we know we can't produce works of architecture until we have a clear programme. The programme we have for the work of urban renewal in this limited island is too fragmentary to enable us to do it really well. The Ministry of Transport has its own policy, a second Ministry has another policy, and we are falling between these different policies and losing time desperately. The moment is, in fact, critical because it takes us so long to think about these problems which are many-sided. We have got to co-operate with others in order to bring this programme of urban renewal into being. We need teamwork, but we realize, as architects, that we must clear the decks first.

architects, that we must clear the decks first.

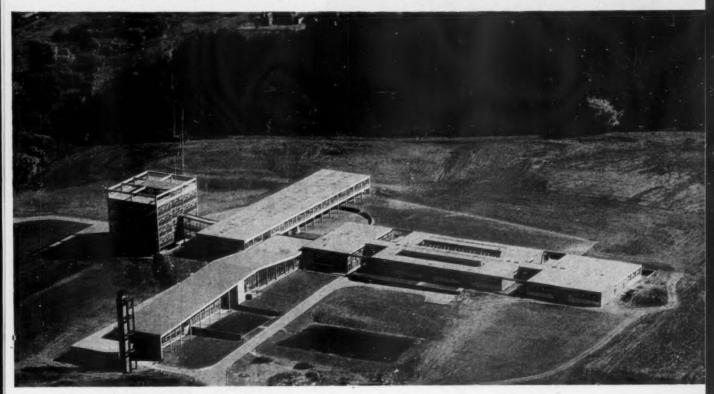
"If we have any practical recommendation to make it is that there should be a commission of inquiry into the basis of doing this job with the hope that it will be able to tell us what is preventing us from doing this job and that it will propose some unified machinery from the Government soon that will allow really comprehensive research followed by really comprehensive action.

really comprehensive research followed by really comprehensive action.

"That I think would be the practical thing we would ask for, quite apart from any small amelioration of one sort or another. We have made our demands, as architects, clearly enough not for me to have to go over them again.

"As architects coming to this conference we have this great desire to see the problem of the 20th century as clearing up our past, not only for our own renewal, and that is important enough, but because we have a right as English people to better and improve our conditions of living in our own country. That, I think, in general terms covers what this conference is about, and we are extremely glad we have the Minister's representative here to be able to put these views to him."

Closing the business side of the conference, the president thanked all who had taken part in the discussion and those who had presented papers. He made a special appeal to members to support the I.U.A. Congress next year.



An aerial shot, Glowrorum Wood in the background

DENNY HIGH SCHOOL, STIRLINGSHIRE

Architects: ALISON and HUTCHISON and PARTNERS

Senior Partner: R. FORBES HUTCHISON Partner in Charge: STANLEY G. OWEN Assistant Architect: G. GRAHAM

Contract undertaken in conjunction with A. J. SMITH, County Architect

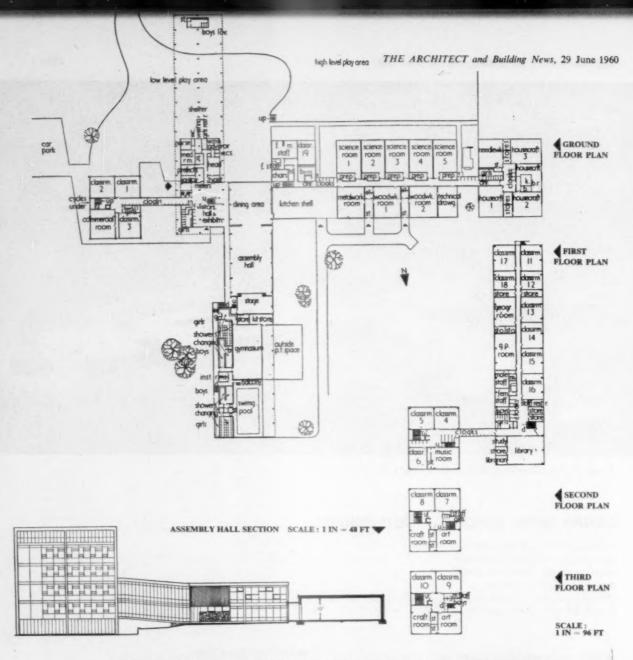
Quantity Surveyors: JAMES GENTLES and SON

THIS senior secondary school, designed for 850 pupils (though its population has already been enlarged to 1,000), has been erected on the site of a former nine-hole golf course, which is steeply sloping towards the north and whose access is from the northern boundary. In the design of the building a large slab block was first considered, but the shadowing effect of this in the direction of the main approach finally ruled out the scheme. The solution achieved has been to have one dominant tower block closely linked to lower buildings, the entrance being on the south-east side of the school.

Planning

The plan is cruciform in shape, designed around a central Crush Hall. Double banked formal classrooms over a covered play area form the south wing. The tower block (east wing) has four storeys of classrooms facing south, and practical rooms

Continued on page 840



Below, the south face, and (opposite page) the classroom block seen from wooded land adjoining the main Stirling to Glasgow road. The structure is mainly of pre-cast reinforced concrete, this being exposed without rendering, and having a dark grey stone paint finish to cover any imperfections. Parts of the structure and finishes are detailed opposite



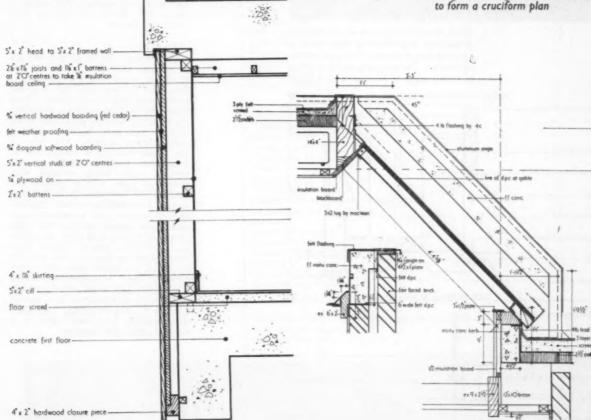
DENNY HIGH SCHOOL

aluminium trim fixed to 4x1 fillet

3 layers of bitumenous felt-



Above, main hall and exhibition space with the dining area beyond. This is at the heart of the school: four wings radiating from this centre to form a cruciform plan



▲ TIMBER END WALL DETAIL SCALE: 1/16 F.S.

DETAIL OF MONITOR ROOFLIGHT



" insulation board blanking.

Above, the swimming pool which, with the gymnasium and assembly hall, forms a separate wing separated from quiet teaching areas. The assembly hall (see photo on facing page) is detailed in part below

SECTION THROUGH STAGE FRONT SCALE: 1 F.S. W

" plasterboard lining. 36" x 116" softwood framing 16" block board 2"x % softwood frame -% vertical hardwood boarding outlet grille 1" a % felt pad-KEY DETAILS 'A' AND 'B' SCALE: 1 IN - 2 FT % ply on 12 x 2 battens " plaster. 2" x 16" m.s. hanger-4"x 2" channel bolted to 10"x 4%" rsjcurtoin track -12"x 11/2" mahagany surround-8" false board, removable footlight capable of two positions -1° t. s g flooring on 115 x 2° battens * vertical hardwood boarding on Z'a 2" and 3"x 2" framing blanking to heating chamber 2"x 2" battery supports grille to heating cabinet vertical boarding -6"x2" timber plinth concrete floor slob -

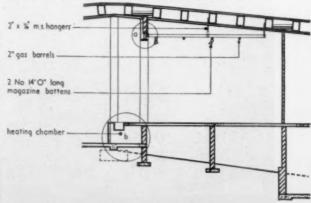
DENNY HIGH SCHOOL

facing north; these are elevated above the shelter and cycle area and topped by the tank room, lift house, etc. The north wing comprises the assembly hall, dining hall, gymnasium and a 50ft by 25ft swimming pool, together with ancillary accommodation, purifying plant room and boilerhouse. The west wing contains the technical, woodwork, metalwork, science and housecraft rooms.

Structure

Structure of the building is mainly of pre-cast reinforced concrete. The six-storey tower was erected in two lifts, and the concrete frame is designed with longitudinal beams, which eliminate all cross beams and permit the carrying through of uninterrupted ceilings and easy facilities for accommodating services. The roof of the whole building is constructed of prestressed pre-cast beams on 4ft centres, voids being spanned with woodwool slabs with a cement and sand screed, and three-layer felt and chips. Externally panels of "Tuscan" facing bricks are employed, and aluminium curtain walling has infill panels of yellow and grey Muroglass and grey stove enamel "Escol" steel sheet. Ceilings generally are of 4ft by 4ft insulation board with the use of acoustic tiles in appropriate areas, while the ceiling of the swimming pool is treated acoustically with a special cork slab. The swimming pool itself is completely tiled and there is a viewing gallery for spectators.

KEY SECTION THROUGH ASSEMBLY HALL STAGE



Pre-cast concrete structure is entirely exposed without plastering or rendering, but a stippled stone paint finish has been applied, which is sufficient to cover any imperfections in the concrete. A dark grey colour has been chosen for most of the concrete work experience in the concrete work. externally, in order to offset the white painted pattern of ventilators in the fenestration and the colours of the infill panels.

Heating throughout is a warm air system with compensating controls at the boilerhouse, and zonal and individual thermostats to control the heating batteries. Artificial lighting is tungsten generally, but fluorescent lights are employed in all the technical rooms.

Clerk of Works: W. REID

General Contractors:

JOHN WIGHT & CO. (EDINBURGH) LTD.

Sub-contractors and suppliers :

Sub-contractors and suppliers:

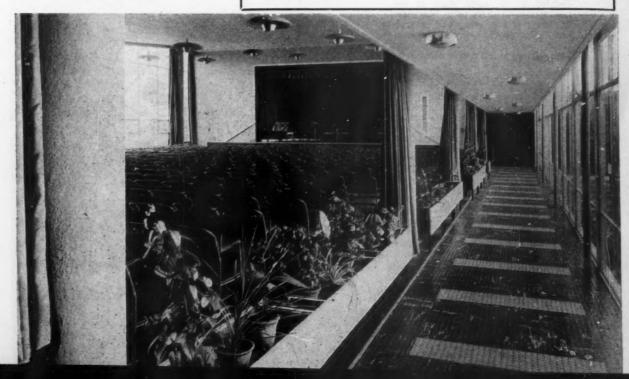
Carpets and Curtains: Graham & Morton Ltd. Ceilings and Partitions: Edward Gibbon & Sons Ltd. Electric Lift: John Bennie Ltd. Electrical Work: John Croal & Son Ltd. Fenning and Gates: F. Geddes & Sons. Felt Roofing: Limmer & Trinidad Lake Asphalt Co. Ltd. Floor Finishes: Semtex Ltd. Flush Doors: D. F. Bannie Ltd. Glazier Work: George Lindsay & Co. Heating: Weatherfoil Ltd. Paint Work: Neil Nicholson & Co. Ltd. Planting: F. J. Jeffrey, Esq. Plastering: McGifford & Logan. Playing Field: A. Russell of Denny Ltd. Plumbing: Thomas Matheson (Plumbers) Ltd. Radio Equipment: Caithness Bros. Sanitary Fittings: Southhook Potteries Ltd. Structural Frame: Concrete (Scotland) Ltd. Swimming Pool Plant: Pulsometer Engineering Co. Ltd. Tiling: Toflocial School ackson & Co. Ltd. Venetian Blinds: Scandinavian Furnishings. Windows: Standard MacLean Ltd.

COST ANALYSIS OF CONTRACT PRICES

Tender date		 	 Fe		957 (site works) (superstructure)
Work started		 	 	 	June 1957
Work completed		 	 	 	May 1959
Price (nominated	cont		 	 	£340,000
Superficial area		 	 	 	73,573 ft super
Cube		 	 	 1	,455,500 ft cube

					Total	%	Per	F.S.
Delining in City W	also Can	Caldina	Wate	himm	14,150	5.24	3	
Preliminaries, Site Wo	,			-		7.35	4	1.40
		* *			19,360	1.33	4	81
Structural Elements:					14004		2	71
Frame Pre-cast R.C.	columns	s and be	eams		14,984	5.63	3	71
	** 1			**	7,645	2.83	1	91
Curtain walling and r				**	19,600	7.32	4	81
External Doors	* *		* *		263.12	0.09	1	1
Upper Floors					11,100	4.29	2	9
			* 4	**	6,327	2.34	1	6
Roof, Roof screeds a	nd finish	hes			38,790	14.74	9	51
Rooflights					2,284	0.84		61
Glazing					4,813	1.79	1	11
Partitions, etc.:							1	
Internal partitions					10,270	3.84	2	51
					1,581	1.98	1	31
					2,021	0.58	4-10	44
Screens, Afrormosia	a and se	oftwood	borre	owed			1	
lights and metal sc	reens				5,359	0.74		51
Internal doors					2,460	0.91		7
Ironmongery					1,763	0.65	1	5
Cloakroom fittings, c	unboar	ds bline	de		3,339	1.23	1	91
Finishes:	rupoour.	as, citta	ac.		5,555	1		- 2
Floor finishes					11,750	4.72	3	10
					3,075	1.14	1	81
Wall finishes Ceiling finishes (certa	ain coili	noe hun	(0)	**	14,320	5.30	3	41
Decoration and Art			8)		5,974	2.26	1	5
Services:	WOLKS				3,914	2.70	1	3
					2 602	1.33		101
External Plumbing						3.00		101
Internal Plumbing ar							1	~ ~
Sanitary Fittings and					4,744	1.78	1	11
Heating			* *	**	25,085	9.48	6	- 2
Gas Services	* *			* *	527-4	0-19		11
Electrical Installation	1	* *		* *	21,680	8.40	5	41

Total Cost (including Cost per foot super	furnitur	e, equ	ipment,	and si	ite worl	(s)		£376,439
Cost per foot super			**		**	* *	**	63s. 11\d.
Cost per foot cube			**		* *		* *	4s. 8d.





The assembly hall

OUR LADY OF LOURDES PRIMARY SCHOOL, EAST KILBRIDE

Architects: ALISON and HUTCHISON and PARTNERS

Senior Partner: R. FORBES HUTCHISON Partner in Charge: STANLEY G. OWEN Assistant Architect: J. ANDERSON

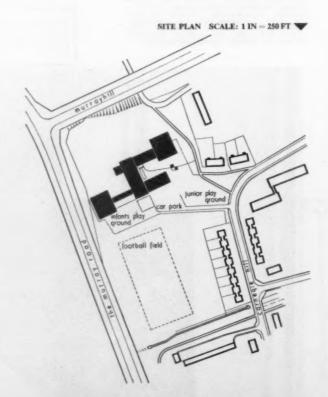
Contract undertaken in conjunction with A. J. SMITH, County Architect

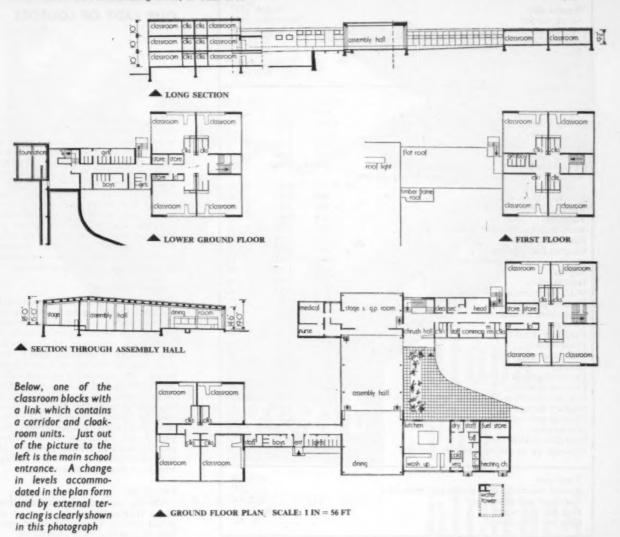
Quantity Surveyors: FKED SMITH and PARTNERS

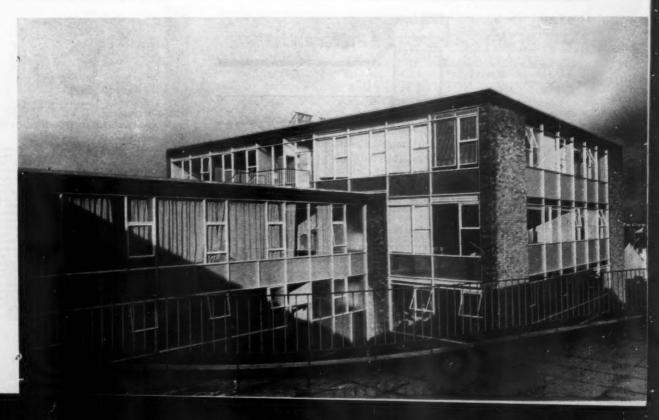
THIS project was one of two schools with similar accommodation to be erected in East Kilbride, and it was decided at an early stage of the negotiations to carry them out under one contract with one set of contractors. This proved outstandingly successful, and it was possible to build both schools within twelve months.

Planning

In planning the building it was noted that both sites had extremely steep contours and the plans, therefore, incorporate a three-storey square classroom block; the middle floor of which coincides with the main floor of the remaining buildings. Units of the plan are (a) classroom block; (b) a stage, assembly hall, dining hall, and kitchen unit; (c) a square single-storey infant These units are linked by either corridors and cloakroom units, or an administrative and staff room unit. Though the orientation was different at each site, it was found possible to dispose the foregoing units in slightly different ways, so that the similarity of both schools is not perceptible and yet they perform precisely the same functions.







March 1957 **OUR LADY OF LOURDES**

Work completed Lowest Tender Highest tender Superficial area					27,492	ist 1959
Y - III - III				Total	0/	Per F.S.
Preliminaries and insurance				£ 4,487	4.95	s. d. 3 31
Contingencies	**			1.053	1.16	3 34
Contingencies Work below floor finishes	**		* *	5,949	6.54	4 31
Structural frame	**	**		3,419	3.76	2 51
Structural frame External walls and external finis	chec	**	**	3,939	4.34	2 101
Windows and custain walling	(exclud	ing ola	zina	3,737	4.24	2 102
Windows and curtain walling and infilling)				8,734	9.63	6 44
	**			160	0.17	1 44
External doors				3,148	3.47	2 3
Stoingages				767	0.84	6 73
Staircases	, ,		**		9.00	5 114
Road construction and finishes	**		**	8,182	0.36	24
Rooflights Glazing and infilling	**	* *			6.53	
Glazing and innuing	**	* *	**	5,919	~ ~ ~	4 3
Internal walls and partitions	**		* *	2,094	2.31	1 6
Screens	* *	* *	* *	1,419	1.56	1 0
Internal doors				937	1.03	81
W.C. partitions and W.C. door	\$		**	503	0.55	41
Ironmongery	**	* *	**	927	1.02	8
Cloakroom fittings	* *	**	* *	1,895	0.10	1 1
Fittings		* *	* *	4,968	1.35	10:
Ironmongery			* *	91		1 4
A LOUI MANAGEMENT		* *	* *	1,225	5.48	3 7
Wall finishes (internal)				1,580	1.74	1 1
Ceilings				2,907	3.20	2 1
Decorations and art works				3,606	3.97	2 7
Wall finishes (internal) Ceilings Decorations and art works External plumbing Internal plumbing (including h				492	0.54	4
Internal plumbing (including h	ot water	r service	es)	2,713	2.99	1 11
Sanitary fittings Heating and ventilation Gas services Electrical installation		**	* *	1,179	1.36	10
Heating and ventilation				9,976	10.97	7 2
Gas services				57	0.08	
Electrical installation				6,067	6.77	4 5
Drainage up to manhole neare	st buildi	ing		1,945	2.14	1 5
Total cost Special costs (site works, play	ing field	le etc)				£90,670 £23,200
Furniture and equipment	mg nen	13, 010.)		** **		£12,000
Furniture and equipment Cost per foot super	**		*	** **		5s. 11½d.
					1 1 100	
Cost per foot cube	* 4			** **	**	JS. 4Q.

COST ANALYSIS OF CONTRACT PRICES

Tender date

x 216°x ¼° angle —	-						
x 1½ red pine runner spiked to	11/1						
x%" filler or 12" centres	S						
layers of bitumenous felt-	.0.		1		-		
and and cement screed —			. 1				
				·	~~		XXXX
% heavy duty wood wool slab		. 10	\Longrightarrow		$\times\!\!\times\!\!\times$	$\times\!\!\times\!\!\times$	$\times\!\!\times\!\!\times$
		00			× × ×	××	7
O'x H' wide prefabricated beams		.7.7.				/	
					. ,	/	
a f m s angle in mostic					/		
-STOREY BLOCK					1		
AVES DETAIL		7-7-	7				
CALE: † FULL SIZE		-18					
% x its blind runner	-	- 43					X
M'x I'la branders					,		
osbestolux ceiling —					W-17 - 1 - 1		
				00.		The contract of	
1							
enerian blind						-	3
		- 7%	1		8*	1	

The classroom block was carefully designed to give an extremely large bonus area to each teaching space and a project bay has been added to the formal area of each classroom, grouped alongside a cloakroom and washroom, and designed to meet the requirements of each class. The project bay incorporates built-in fitments and a sink. Considerable attention was paid to the design of blackboard units, which incorporate some cupboard and shelf accom-modation, together with co-ordination of the radio and lighting switchgear.

Construction

Construction is mainly of prestressed concrete, the frame for the assembly hall and dining hall unit being entirely pre-cast, but brick supporting walls of the square classroom block require only pre-cast prestressed floors and roof without the use of a structural frame. The concrete is exposed without rendering and the use of stippled stone paint allows the covering up of any slight deformities. Dark greys are used for external colours on the concrete, as a relief to the yellow and grey infill panels, which are of Muroglass and the black and white treatment of the fenestration. "Tuscan" facing bricks are employed externally.

Heating incorporates a combination of the Weatherfoil warm air system in public rooms, circulation space, etc. with cill line heating in classrooms.

Clerk of Works: D. McGILL

General Contractors:

JOHN WIGHT & CO. (EDINBURGH) LTD.

Sub-contractors and suppliers:

Sub-contractors and suppliers:
Blackboards: Wilson & Garden Ltd, Ceilings:
Edward Gibbon & Sons Ltd. Curtains and Stage
Fittings: Stage Furnishings Ltd. Curtain Walling and
Windows: Standard MacLean Ltd. Deer Farmiture:
Bell Donaldson & Co. Ltd. Electrical Work: John
Croal (Electrical Contractors) Ltd. Externol Stone
Paintwork: Neil Nicholson & Co. Ltd. Externol Stone
Paintwork: Neil Nicholson & Co. Ltd. Fercing and
Gates: William Reid & Sons (Wireworkers) Ltd.
Flooring: Senteex Ltd. Flush Deors: John Weston &
Co. Ltd. Glezing: G. Lindsay & Co. Ltd. Herdwood
Floors: A. M. H. Dougal & Son Ltd. Heeding Systems:
Weatherfoil Ltd. Kitchen Cold Rooms: The Lightfoot
Refrigaration Co. Ltd. Murols: M. Helling Systems:
Ucalwell & Partners Ltd. Fluging Fields: Sportsworks Ltd. Plumbing: Robert Rome & Son Ltd.
Road Work: Pirie & Co. (Pailesy) Ltd. Roof Felzing:
Stirling Bitumen Products Ltd. Sanitary Fittings:
Stirling Bitumen Products Ltd. Sanitary Fittings:
Stirling Bitumen Products Ltd. Sanitary Fittings:
Ltd. Stoff Room Furniture: Wylie & Lochhead
Ltd. Structural Frame: Concrete (Scotland) Ltd.
Fimber Handrails: Railing & Polishing Ltd. Venetion
Blinds: Scottish Aluminium Ware Ltd.



Ruber vent

Patent applied for

Trade Mark Pegistered

ISOLATED & VENTILATED BUILT-UP ROOF

roof blisters

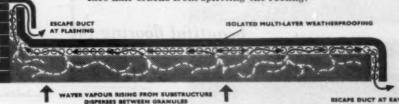


Fixing and workmanship

Rubervent is available only when supplied and fixed by the Contract Division of The Ruberoid Company. A range of specifications is available for flat, sloping and concrete shell roofs.



The Rubervent system provides the sure method of avoiding unsightly roof blisters. Its effectiveness lies in the layer of granules on the underside of the weatherproofing in contact with the concrete screed. By creating continuous air passages between the fixing points the granules avoid build up of vapour pressure under the weatherproofing membranes and by providing isolation from the sub-structure prevent surface hair cracks from splitting the roofing.





For full details and model, write or telephone:

THE RUBEROID COMPANY LIMITED, 694 COMMONWEALTH HOUSE, 1-19, NEW OXFORD STREET, LONDON, W.C.1. TEL: HOLBORN 8601 (5 LINES)

Renaissance

a new dimension in translucent vinyl flooring . . . with all the beauty and many times the life of natural marble. Renaissance: an inspiring design in



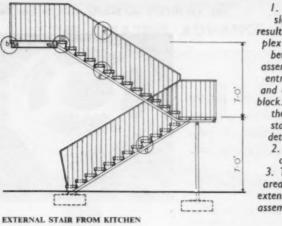
AMTICO



probably the most beautiful flooring the world has ever known

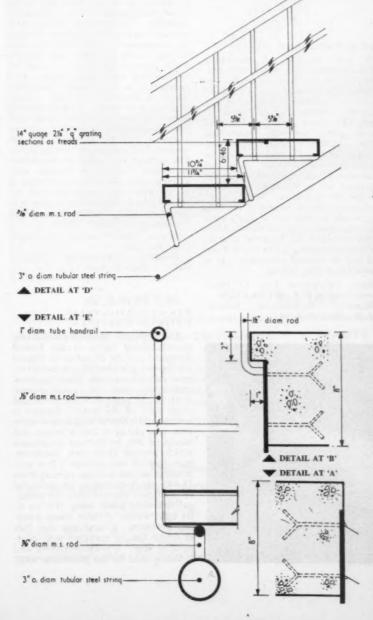
Imagination takes the floor - and wall -when Renaissance takes your eye. And this superlative Amtico quality is, indeed, fast taking the eye of architects and designers and decorators. Here's more than the subtle colours, the natural effects, of real marble. Here's a depth, a translucence, that only Amtico solid vinyl can offer. And wear. Long, hard wear. Tests show that Renaissance will outlast marble forty times. This despite such modern-day things as stiletto heels and abrasive chemicals. Like all Amtico solid vinyl flooring, Renaissance is resilient: therefore it gives under foot, and is comparatively quiet in use. One thousand eight hundred square feet of Renaissance have just been laid in the foyer and lounge of the Royal Hibernian Hotel in Dublin, to the design of John Siddeley. And at the 1960 Ideal Home Exhibition, Amtico flooring was selected for the huge Radiation stand and for the flooring in the kitchen, living room and family room in the American house. It handsomely adorned the walls of the bathroom in the Georgian House. Launched in Britain at the beginning of the year, Amtico is becoming accepted far and wide. It's being talked about. People are discussing its properties. Wear . . . resilience . . . translucency . . . colour . . . and not least, designs. Plain, Terrazzo, Wood Grain, Cork, Eldorado Metal, Stardust. And in addition, Amtico can repeat just about any element of design from wallpaper, fabric, insignia or photographs. You may already have heard Amtico discussed. Now: see the marvel itself in displays and laid floors and walls which show the complete range made by the world's largest producers of solid vinyl. Humasco Limited hold stocks and offer a technical and design service. Please come. Ring CITy 1056, or write to the address below, suggesting when you may be expected.

l'diam handrail welded . to 's m s rods



1. A steeply sloping site results in complex terracing between the assembly hall, entrance link and classroom block. One of the external staircases is detailed left. 2. A typical classroom. 3. The dining area forms an extension to the assembly hall-4

OUR LADY OF LOURDES











NEW PRODUCTS

In this feature are reviewed new lines introduced to the building industry for the first time and additions or improvements to existing ones. Any advantages claimed for a product are from information supplied by the manufacturer

Vinyl Protection Tape (A)

A protection tape, made from transparent unplasticized vinyl film, has been added to the Sellotape range. It can be applied to the following surfaces: polished steel, polished and anodised aluminium, mild steel, lacquered or painted metals, decorative and industrial plastic laminates, porcelain, glass and some polished wood surfaces. The film is coated with a special low-tack adhesive to facilitate removal. It is intended for the pro-tection of surfaces during manufacturing operations and in storage or transit, but not for giving absolute protection against severe wear and tear and abrasions. It will, however, provide a barrier against scratches, disfiguring marks and scuffing which would make many polished or decorative surfaces unsuitable without ex-pensive refinishing. The film is claimed to be water and moisturevapour proof and resistant to chemical Two inhibitors are incorporated in the adhesive, one for limiting the possibility of rusting on steel surfaces and the other for increasing protection against staining on copper, brass, bronze and other alloys. It is available in rolls of 100yd and 360yd and in widths of up to 24in. The tape can be printed with identification or informative symbols if required. The life of the product when used indoors is stated to be up to nine months but if exposed to direct weathering for long periods, this period will be considerably reduced. Illustration shows Sellotape Vinyl Protection Tape being used for protecting Boeing engine cowlings at Rolls Royce plant in Derby.

Gordon & Gotch (Sellotape) Ltd., 8-10 Paul Street, London, E.C.2. Bishopsgate 6511.

Readers' Information Service, Ref. A. Date 29/6/60.



Solid Patterned Paint

A new method of decorating surfaces, particularly walls, with pat terned paint has been evolved. paint is used in solid form and is dry before application. It is stated to produce the equivalent of four coats of paint and to be able to withstand grease, grime, dampness, steam and Attractive designs in a comwater. bination of several colours can be applied in one operation. It is also claimed to be without smell. With the exception of a squeegee, no tools, brushes or pastes are required and application takes a fraction of the time that would be required to apply four coats of conventional wet paint. After application and the lapse of a short interval, the coating can be hosed down and can be washed repeatedly. It is claimed to be long-lasting.

Paint Fabrication Ltd., 13 Duke Street, London, W.1. Welbeck 1258. Readers' Information Service, Ref. B. Date 29/6/60.



Modified Power Rammer (C)

The ramming foot of the Pegson Power Rammer, which has a striking force of 8,000lb, is now being moulded in a Rockite Dough Moulding Com-pound by Cascelloid. This compound is extremely strong and has great dimensional stability. It is resistant to abrasion, bacteriological attack and remains unaffected by extreme changes of temperature. The moulding has cavities inside the foot and weighs 133lb, being capable, it is stated, of withstanding very heavy usage. rammer is a self-contained machine which is operated by slight tilting, enabling it to "walk". It is capable of striking up to 80 blows per minute and has a controllable 21in jump. It has a domed head for protection against weather and damage to moving parts. The rammer is capable of consolidating nearly 2 sq yds per minute with a single pass, and it is claimed that a per cent soil compaction can be obtained to depths of 12in to 20in in a very short time. The machine stands 3ft 9in high and weighs 208lb.

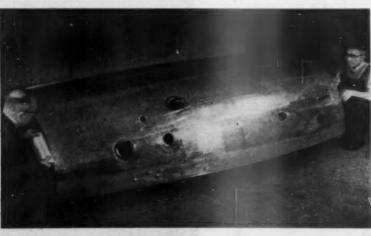
Pegson Ltd., Coalville, Leicester. Coalville 1234.

Readers' Information Service Ref. C. Date 29/6/60.

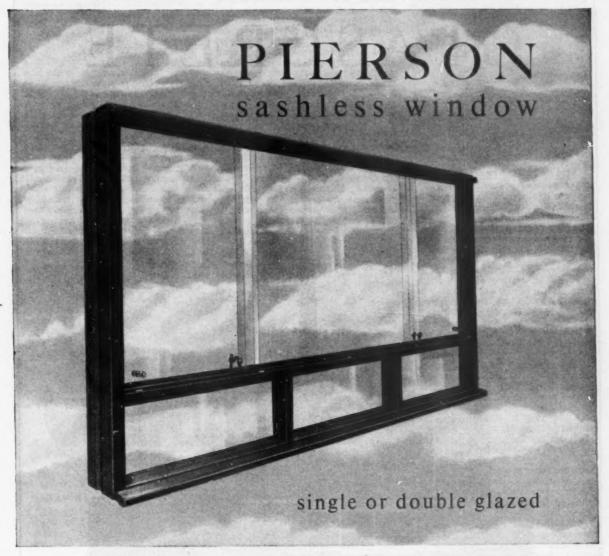


Pre-cast Structural Cellular Concrete

This company has been granted sole manufacturing rights in the United Kingdom and the Republic of Ireland for Siporex, the Swedish pre-cast structural cellular concrete, which has been extensively used for constructional work for 25 years in Scandinavia and other parts of the world. Siporex is a structural material available in slabs 24in wide and up to 20ft in length, and blocks of 24in by 9in face dimensions which provide their own insulation, both thermal and acoustic. It is produced in several densities ranging from 25-44lb/cu ft depending on structural or insulation requirements, the principal structural grade being 31lb/cu ft. Its light weight obviates many handling problems; a large size unit 20ft in length can be managed with com-parative ease. It is incombustible and is widely used for fire protection walls



"THE GREATEST ADVANCE IN WINDOWS SINCE GLASS"



WARMTH

QUIET

BEAUTY

Three qualities provided in a wide range of handsome Windows designed for handsome Buildings

WARMTH AND QUIET from the insulation of : BEAUTY in Wide Full Vision Picture Windows double glazing framed in selected West African Hardwood

Horizontally sliding panes of Crystal Glass with polished edges glide smoothly in the specially grooved hardwood frames which are treated with a high performance durable sealer. The panes of glass are easily and safely removed for cleaning and maintenance, and the patented "Pierson" two-way locking device ensures freedom from draughts and rattle and offers complete security.

Further particulars can be obtained from the following sole area Manufacturers of the "Pierson" Window in the United Kingdom.

JAYANBEE JOINERY LTD.

High Street, Uxbridge, Middlesex Telephone: Uxbridge 8222

THE MIDLAND JOINERY WORKS LTD.

Burton-on-Trent Telephone: Burton-on-Trent 5721

PRICE BROS. & CO. (PENARTH) LTD.

Station Road, Penarth Telephone: Penarth 57255

ALLAN BROS. LTD. Tweed Saw Mills, Berwick-upon-Tweed

Telephone: Berwick 7443

HIDE & CO. (BLACKPOOL) LTD.
Squires Gate, Lytham St Annes
Telephone: Blackpool 42001

GLASCRETE

The Church of Our Lady of Fatima Harlow, Essex. Architect:
G. T. Goalen Esq.,
B. Arch., A.R.I.B.A., A.M.T.P.I.



All windows to this church, including three 13'-0" diameter rose windows, of which one is illustrated in the photograph, were manufactured and fixed by us in our standard Portland Stone mix and finish.

Our comprehensive Brochure P.47 gives details and information of all Glascrete constructions. There is a construction to suit any type of structure and the services of our technical department are at your disposal.

J. A. KING & Co. LTD.

181 QUEEN VICTORIA STREET · LONDON · EC4

Telephone CENTRAL 5866 (5 lines) Telegrams
KINOVIQUE CENT
LONDON

NEW PRODUCTS (continued)

and fire protective cladding. The high degree of thermal insulation is an additional safeguard against the spread of fire. Siporex has been used extensively in Northern Europe and Canada under severe climatic conditions where its resistance to frost has been fully proved. It may be sawn, cut, drilled, chased or nailed with ordinary woodworking tools, thus simplifying plumbing and electrical wiring. All Siporex roof, floor, wall and partition slabs and lintels are reinforced with mild steel which, before being placed into the moulds, is treated to prevent corrosion. A high degree of mechanization is claimed to ensure exceptional dimensional accuracy of the finished product.

Costain Concrete Co. Ltd., Dolphin Square, London, S.W.1. Victoria 3172. Readers' Information Service, Ref. D. Date 29/6/60.



Power Barrow (E)

The Arden power barrow has been produced to fill the gap between the ordinary wheelbarrow and the small dumper. It is powered by a 3½ h.p. air-cooled petrol engine and has a capacity of 7 cu ft heaped and 5 cu ft level for liquid. Operation is by clutch control and it will travel either forward or in reverse. It is positively locked against running downhill and can be disengaged for hand shifting. The barrow will turn within its own length. There is a simple one hand tipping lever and automatic engagement on return. Payload: 5 to 7cwt, depending on road surface. Overall size: 54in long by 41in wide by 39in high. Weight: 2cwt lqr 7lb. Price: £108.

Arden Plant Ltd., Sopers Lane, Poole, Dorset. Broadstone 744. Readers' Information Service, Ref. E. Date 29/6/60.

Corrosion Killer (F)

Formula "E" solution for the pretreatment of rusted metal surfaces

before painting is now available for general distribution. It is a non-acid and non-toxic fluid made from a blend of tannins which combine with the oxides on already corroded metals to form a hard and insoluble tannate film. It is claimed that this film halts further corrosion by rendering the metal inert and at the same time giving it a hard and burnished surface which will bond with industrial paints and increase their covering capacity. is also stated to provide a smoother finish and to prevent the paint from lifting or blistering. Other applica-tions of Formula "E" include welding and flame-cutting operations and the prevention of ingrained corrosion on iron pipelines and cable ducts. Formula "E" is obtainable either in pt tins or in Igal drums. illustration shows the hard burnished surface produced by the use of this product on a heavily corroded surface.

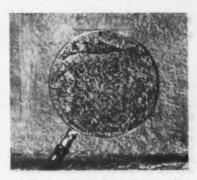
The Plus Gas Co. Ltd., 1-11 Hay Hill, London, W.1. Hyde Park 9566. Readers' Information Service, Ref. F. Date 29/6/60.

Sealer for Porous Sandstone

A chemical that "gels" water and prevents dangerous seepage, a major problem of building, mining and tunnelling, has successfully sealed porous sandstone through which shafts were being sunk in a Scottish coalmine. Quantities of it, developed by the American Cyanamid Company and known as AM-9 Chemical Grout, were injected into the sandstone at depths below 2,000ft during shaftsinking at the Monkton Hall Colliery in Midlothian. AM-9 is marketed in the U.K. and certain other countries by Cyanamid of Great Britain Ltd., who describe the product as heralding "an entirely new concept of soil stabilization and grouting". AM-9 is a dry, white powder which, when mixed with water, can be applied in an ordinary solution which will penetrate any mass. Its water viscosity gives it obvious advantages over other Dissolved in water with a suitable catalyst, it is injected under pressure into the soil or rock formation. The type of catalyst used controls the gelling time, which can vary from a few seconds to several hours. The viscosity of the solution remains substantially the same as that of water until just before the gelling starts. Cyanamid state that the gel not only prevents the passage of water through the porous mass but also binds together soil, sand or loose rock. Stabilized soils below the water table are believed to retain their properties permanently.

Cyanamid of Great Britain Ltd., Bush House, Aldwych, London, W.C.2. Temple Bar 5411.

Readers' Information Service Ref. G. Date 29/6/60.



Domestic Water Meter (H)

The JSM domestic water meter is of the rotary piston type and employs the fundamental measuring principles common to many ordinary meters. It differs, however, in several respects, for example, its working chamber has its axis in line with the direction of flow. This entails six fewer rightangle changes in fluid-flow direction and reduces restriction of the flow. This enables the design to be more compact without sacrificing maximum capacity. It is suitable for installation in either horizontal or vertical mains. The working chamber is in one half of the two-section brass-body housing which consists of two cup-shaped stampings screwed together and sealed with an "O" ring. Movement of the piston is transmitted to the straight reading counter by mechanical direct drive, which is part of the combined counter and reduction gear unit. All gears are in moulded graphited nylon, thus reducing friction and wear and eliminating corrosion. There is no under gear assembly or gland. The combined counter and reduction gear, in the second half of the body, consists of a leakproof transparent plastic housing filled with a clear liquid in which the number rollers, pinion, etc., are fully immersed. This liquid is both a lubricant and a corrosion The counter housing is inhibitor. automatically compensated against internal or external pressure differences arising from changes of temperature or hydraulic line pressure. The counter



NEW PRODUCTS (continued)

window is protected by a simple metal flap and registration may be in gallons or cubic metres. Modification is not necessary for fitting disc-type non-return valve or return-flow filter. All international standard body lengths and end-threads can be accommodated.

George Kent Ltd., Luton, Beds. Luton 2440.

Readers' Information Ref. H. Date 29/6/60.

Prismatic Lighting Fittings (I)

A new range of heavy duty pris-matic, covered type, high-bay fittings has been introduced for application in steel works, heavy engineering plant and large assembly shops. They are



designed to give a broad intensive light distribution for the adoption of spacing/height ratios which will offer full economic advantage in the use of high efficiency 1,000W discharge lamps with average output of 45,000 lumens. It is claimed that they will provide efficient optical light control with the 1,000W MB and MBF mercury and mercury/fluorescent discharge lamps. A cast metal canopy protects the lamp holder, with four straps supporting a steel cover and ring on which the prismatic reflector is mounted. vection currents are promoted by the open neck, thus reducing maintenance and temperature risc. Three types of Holophane heavy duty prismatic glass reflector can be used with the same basic design of fitting to provide alternative light distribution characteristics in the range of 400 to 1,000W discharge lamps and 1,000 to 1,500W tungsten filament lamps. Dimensions: 15\frac{1}{2}in dia by 17in to 19\frac{1}{2}in high.

Weight: 17 to 18lb. Translucent versions are also available for providing semi-direct distribution between

extensive and focusing, according to choice of reflectors and these provide an upward component of light for lofty mounting heights. Lamp ranges: 300 to 1,500W g.l.s. and 400 to 1,000W mercury discharge. Dimensions: 12½in to 15½in dia by 14½in to 19½in high. Weight: 10 to 151b. In all cases there is top entry tapped 1in con-Illustration: Catalogue No. F. 4054-E. 4058 translucent unit for use with 400 to 1,000W discharge lamps and 300 to 1,500W g.l.s. lamps.

Holophane Ltd., Elverton Street, Westminster, London, S.W.1.

Readers' Information Service, Ref. 1. Date 29/6/60.

Room Thermostat

The Proscon room thermostat has been designed for use on all types of heating. It is available as a surface mounting, a recess mounting or a plug-in model. It has a completely enclosed sensitive diaphragm element and the installing engineer can make his connections without interfering with the actuating unit or removing the front cover of the instrument. One of the advantages of the plug-in model is that the whole of the plugs can be installed in new installations and the thermostats inserted into the plugs at the most convenient moment. thermostats are all fitted with single change-over switches and on and off switches are available on the surface mounting and plug-in models. The surface mounting unit, Type LC/SM, is rated at 4kW at 250V a.c., 0·1A at 250V d.c., and has a non-tracking melamine base. The standard range of this unit is 50 to 80 deg F but other ranges are available. An on/off switch connected in parallel or series can be included. The recessed model, LC/RM, has operational Type capacity characteristics and performance equal to Model LC/SM. The thermostats for these models are claimed to work satisfactorily over the whole range of their rating. The thermostat differential is plus or minus 1 deg irrespective of loading. The plug-in model, Type LC/PI, has an insulated block fitted in the back plate. There are no base connections to be made and this minimizes breakages and allows for interchangeability of thermostats. It is basically the same unit as the other two and in common with them can be fitted with night

Process Control Gear Ltd., Lattimore Road, St. Albans, Herts. St. Albans 52030.

Readers' Information Service. Ref. J. Date 29/6/60.

Car Tape Recorder (K)

The JC.3 Car Recorder is an all transistorized portable tape recording unit designed to fit into the car glove box or shelf. It operates off four U.2



torch batteries sufficient for 50hrs recording or playing back. It can also be powered by car battery or from the mains supply. Recording is at the International speed of 3\frac{1}{4} i.p.s. and will reproduce faithfully on larger machines or vice versa. It is supplied with matching jack-plug which can be wired by the user with an ordinary twin flex cable and connected to any suitable pushbutton or on/off switch. A double-ended rubber sucker is provided to fix the microphone to the side of the windscreen. Overall measurements: 9½ in long by 5in wide by 3½ in deep. Price: 27gn.

Inter-Continental Office Equipment Ltd., 37 Birmingham Road, West Bromwich.

Information Readers' Ref. K. Date 29/6/60.



Kitchen Sink Unit (L)

A new stainless steel sink top, with a high backsplash, has been mounted on a Zintec steel undercabinet specially designed to incorporate the Bulpitt Swanmaid dishwashing machine below the sink drainer. The sink bowl is to the right hand of the top and is fitted with a large outlet suitable for a disposal unit, if required. Measurements: sink top, 42in by 24% in (with 4in high backsplash); sink bowl, 16in by 17in by 71in; undercabinet, 18in wide by 24in deep. Working level: 36in. Finish: cream or white. Price: sink top and undercabinet, £61; mixer, £6. A "P" or "S" trap with overflow, bend and facer, £3.

Ezee Kitchens Ltd., Grand Buildings, Trafalgar Square, London, W.C.2. Trafalgar 2821. Readers' I

Information Service, Ref. L. Date 29/6/60.



GLASS in PATENT GLAZING

the most efficient, the most durable and generally, the most economical method of natural lighting for industrial and operational buildings



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STONHARD COMPANY LIMITED

BERGER HOUSE, BERKELEY SQUARE, LONDON, W.1. - Telephone: MAYfair 4641



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Sound-deadened folding and sliding partitions fitted in new 'Skyways Hotel' London Airport

Tallor-made for each specific installation—Esavian sliding and folding doors a..d partitions are ideal for Hospitals, Hotels, Offices, Council Chambers, Board Rooms etc. Superbly finished...easy to fold back and close—Esavian quality-built partitions offer all that is best in functional

Write today for full details of the complete Esavian range of folding and sliding windows, partitions and doors.



Esavian Ltd., Esavian Works, Stevenage, Herts.
Telephone: Stevenage 500
185 Tottenham Court Road, London, W.1.
Telephone: MUSeum 9772
101 Wellington Street, Glasgow C.2
Telephone: Central 2369
Architect: Fitzroy Robinson & Partners.
Esavian sliding and folding partitions finished in polished

mahogany.

CURRENT MARKET PRICES (LONDON)

These prices apply to material purchased in the quantities named or otherwise as might be expected for a new building of moderate size. They include delivery and are the material basis used in the build-up of "Measured Rates" and subject to the conditions heading that schedule. Prices are under careful constant review but should be confirmed.

29 June. 1960

	29 June, 1960
AGGREGATES AND SAND	BRICKLAYERS' SUNDRIES—
in—all in—ballast 26/6 Yard cube	AIR BRICKS 9 by 3in 9 by 6in 9 by 9in 12 by 9in
in do. do 27/- delivered	Iron each 2/10 4/7 6/10 9/2
in screened shingle 24/6 (in five-yard	Galvanized do. do. 4/10 8/- 11/11 14/6
in do. do	Terra Cotta do, 1/2 2/4 5/7 11/1
in granite chippings 50/- more)	Chimney pots, Terra 1ft 2ft 3ft 4ft
sharp washed sand 27/6	Cotta (11 to 24) do. 9/3 16/1 36/9 63/7
Pit sand 24/6	Manufest control of the control of t
troken brick	PARTITIONS—
	18in by 9in Blocks keyed for plastering
1	Per yd super in 6ton lots 2in 2½in 3in
artage of muck 10/-	In colid clinker including any half blocks 3/9 4/4 5/3
BUILDING MATERIALS AS DESCRIBED, CENTRAL	In cellular clinker blocks 3/11 4/7 5/3
LONDON LONDON	In hollow clay blocks
CEMENTS packed in paper bags Per ton	
Portland in 6ton lots	Clinker blocks in small quantity 6/4 7/7 8/10
Do., from Iton to 5ton 19cwt do 122/-	Intermediate quantities in all types may be had at intermediate
Do., Rapid hardening (6ton lots) 120/6	prices.
Do. (but 1ton to 5ton 19cwt) 132/6	Smooth in lieu of keyed faces extra cost per side 3d per yd super
Cement "Aquacrete" (do.) 154/6	
Do., "417" or "Polar" (do.)	SINKS—
Do., "White" Iton (lots) 275/6	Fireclay white glazed in and out—standard quality
TME 1946 (to to-45) 4-5 14	24 by 18in 30 by 18in 30 by 20in
Hydrated including 134/6 (1ton loads) deliv'd	London pattern, no overflow,
	6in deep 70/6 98/- 118/9
White Bags 122/- (4/5 do.) do. 120/- (6 do.) do.	Belfast, plain edge, 10in deep 89/6 156/6 190/-
120/- (0 00.) 00.	
PLASTER—	PILIF LIMINGS BLAIN CORCULAR CHREST
Keenes, coarse, pink 234/- ton	FLUE, LININGS, PLAIN, CIRCULAR (FIRECLAY)— (UNDER 10) Foot lineal Each
Do. do. white 239/- do.	(UNDER 10) Foot lineal Each Straight Bends
Sirapite, do	9in diameter
Do. finish 183/3 do.	
Do. finish	10in do
	9in diameter, beaded end, 12in high 6/8
Do. do. white 174/- do. 2 in Gypsum Plaster Lath ex works (600sq yds) 2/3½sq yd.	,
lin Gypsum Plaster Lath ex works (600sq yds) 2/3½sq yd. lin Do. do. Wallboard do. 2/6½ do.	CLUE DIDES AND CITTINGS
21 in Lute series (100ml ==11)	FLUE PIPES AND FITTINGS— 4in 5in 6in
Cow hair (under 3cwt) 61/3 4cwt	
Con man (under sent)	Heavy asbestos type, 6ft length
FIRECLAY—	Do. bends
In non-returnable bags (1ton lots) 213/- ton delivered	Light asbestos type, 6ft lengths . 16/- 20/- 25/6
Fire cement 12/3 14lb	Do. 3ft length 8/- 10/- 12/9
	Bends 5/7 7/1 8/8
BRICKS	Baffler 15/5 18/4 19/4
BACKING BRICKS (in truck loads)—	
Flettons 118/- per 1,000 delivered	DRAINAGE GOODS
Do. Keyed 120/- do.	
Do. bullnose 152/6 do. Blue wirecuts (Net) 547/- do.	GLAZED STONEWARE STANDARD LIST (NOV., 1956)
1111 1	OPDINARY TYPE Fool
Southwater engineering (Class A) 400/6 do.	ORDINARY TYPE—Each Pipes in 2ft lengths 3/4 5/- 9/-
Firebricks—2½in 95/9 per 100 delivered	Pipes in 2ft lengths 3/4 5/- 9/- Bends
The sale has the sale has the delitered	Delitio
Do. —3in 115/- do.	
Do. —3in 115/- do.	Junctions (4in on 4in, 6in on
STOCK BRICKS—	Junctions (4in on 4in, 6in on 6in, 9in on 9in) 8/4 12/6 27/-
STOCK BRICKS—	Junctions (4in on 4in, 6in on 6in, 9in on 9in) 8/4 12/6 27/- Gullies with 4in outlets . 12/6 13/9 22/6
STOCK BRICKS— Mild stocks 205/- per 1,000 at Works	Junctions (4in on 4in, 6in on 6in, 9in on 9in) 8/4 12/6 27/- Gullies with 4in outlets 12/6 13/9 22/6 4in horizontal inlets 4/- 4/- 4/-
STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in)
STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in)
STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in) 8/4 12/6 27/- Gullies with 4in outlets 12/6 13/9 22/6 4in horizontal inlets 4/- 4/- 4/- 4in vertical do. 6/- 6/- 6/- Black iron grids 1/6 2/10 5/6 Ajustment to Current Cost 2ton lots Less than 2ton lots
STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in) 8/4 12/6 27/- Gullies with 4in outlets 12/6 13/9 22/6 4in horizontal inlets 4/- 4/- 4/- 4in vertical do 6/- 6/- 6/- Black iron grids 1/6 2/10 5/6 Ajustment to Current Cost 2 ton lots Corrent Cost 1
STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in)
STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in)
STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in)
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STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in)
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STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in)
STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in)
STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in)
STOCK BRICKS— Mild stocks Second, do. Second, do. First, do. Add for delivery—approx. 55/- per 1,000 at Works Second, do. First, do. Add for delivery—approx. 55/- per 1,000 in lorry loads. FACINGS (ex truck or lorry)— Rustics Substitute Rustics Substitute Rustics Substitute Substitute Blue pressed, 2½ in (Net) Do. bullnose Substitute Substitute	Junctions (4in on 4in, 6in on 6in, 9in on 9in)
STOCK BRICKS— Mild stocks	Junctions (4in on 4in, 6in on 6in, 9in on 9in)

CURRENT MARKET PRICES (Continued)

GULLEY PARTS— 4i Traps, high level, invert	/3 36/3 /7 59/5 /8 124/8	each do. do. do. do.	THERMAL INSULATION— in Insulating Gypsum Baseboar in Do. Do. Lath in Do. Do. Wallboar in Asbestos (Fully-compressed) in Insulating Cork Slabs Silicate Cotton (2to	do. rd do. Sheet	::	3/- de	0. 0. 0.
RAINWATER SHOES— With vertical inlet and rebated top. 45 Extension piece 19 Flat loose coated grating 4 Loose solid coated cover 6	/- 90/- /9 23/9	each do. do. do.	Free on rail London Monks Park 10/3 St. Aldhelm Portland brown Whitbed 9/10 a	ONE 11/6 average	e in blocks of	cks of 17t	ft cu
MANHOLE CHANNELS, WHITE GLAZ Each 4 Straight, 2ft long 19 19 19 19 19 19 19 1	in 6in /2 28/1 /11 31/11 /- 53/7 /11 31/11 /11 51/- /7 53/7	1 = 88/-	TIM Softwood—sawn—random leng Carcassing quality	BER ths. Per stand	lard	Per cut	8
BROWN GLAZED CHANNELS— Based on standard list (less than 100 pi Half-round main channel (2ft long). 2 Extra for stop ends	in 6in 1/6 3/9 1/6 3/9 1/- 7/6 1/6 11/3	6/9	Plain edged unsorting flooring per square in Hardboard 4/1 sq yd. in Do. 6/6 sq yd. Larger quantities cost less.				
	1	Black 31/9 each 58/3 do. 102/- do. 130/- do.	SUNDRIES— Black hexagon bolts, nuts and washers, Each Sashline, hemp, good quality Per yd Run Floor brads Cut Clasp Nails Steel ordinary screws I in No	in in in	1/4 1/10 No. 6 10d	1/9 2 2/5 3 No. 8 No. 8 No. 1/1½ 1 84/3 per 85/6 per	1/2 1/1 0. 10 1/5 r cw
			Brass, do. Do.	10/2 D	11 140. 0	17/11 } 8	ross
Manhole steps (for 9in)	9 	each do. per lb do. per ft run	HARDWOOD. Normal joine Mahogany, African do. Honduras Teak, Burma and Siam Walnut, Australian Oak, English do. Yugoslavian Walnut, African	10/2 D	00.	Per ft 30, 66, 78, 84, 42	cube
Manhole steps (for 9in)	9/2-1/53, 9/d 1 253, 9/d 1 Quantity 500 to 999 per 100 265/-237/6 164/6 131/-	each do. per lb do. per ft run	Brass, do. Do. HARDWOOD. Normal joine Mahogany, African Squ do. Honduras Teak, Burma and Siam Walnut, Australian Oak, English Sado. Yugoslavian Walnut, African BUILDIN Description 16mm Birch blockboard 22mm do. do	ery quality. are edge do. do. do. who Logs do. do. 2 do. 3 do. 4 do. 2 2 2		Per ft 30, 66, 78, 84, 42, 47, 25	cube
Manhole steps (for 9in)	9 	each do. per lb do. per ft run 1 to 49 per doz 39/- 24/3 10/6 4/9 per 100 44/9 58/-	HARDWOOD. Normal joine Mahogany, African do. Honduras Teak, Burma and Siam Walnut, Australian Oak, English Sardo. Yugoslavian Walnut, African BUILDIN Description 16mm Birch blockboard 22mm do. do. Austrian Mahogany faced one blockboard 18mm thick. Austrian figured Oak faced one blockboard 19mm thick Beech, 6mm plywood Birch, do. do. Do. 9mm do. Teak faced one side, plywood	ery quality. are edge do.	OS tate 08/57/667/114/09/fr000/42/-	Per ft 30, 666 78 844 42 42 55 Unit Per 100f super, but om one b up to	cube
Manhole steps (for 9in)	9 	each do. per lb do. per ft run 1 to 49 per doz 39/- 35/- 24/3 19/3 10/6 4/9 per 100 44/9 58/- dozen per 100	HARDWOOD. Normal joine Mahogany, African Go. Honduras Teak, Burma and Siam Walnut, Australian Oak, English Go. Yugoslavian Walnut, African BUILDIN Description 16mm Birch blockboard 22mm do. do. Austrian Mahogany faced one blockboard 18mm thick. Austrian figured Oak faced one blockboard 19mm thick Beech, 6mm plywood Birch, do. do. Do. 9mm do. Teak faced one side, plywood thick	ery quality. are edge do. do. do. wn Logs do. do. do. do. do. fG BOARI	OS tate 08/- 157/- 167/- 144/- 109/- fre	Per ft 30, 66, 78, 84, 42, 47, 25 Unit Per 100f super, but om one b	cube-
Manhole steps (for 9in)	9 	each do. per lb do. per lb do. per ft run 1 to 49 per doz 39/- 24/3 10/6 4/9 per 100 44/9 58/- dozen per 100 25/6 3ª yd super 3 gross 6 do. 10 do.	HARDWOOD. Normal joine Mahogany, African Go. Honduras Teak, Burma and Siam Walnut, Australian Oak, English Go. Yugoslavian Walnut, African BUILDIN Description 16mm Birch blockboard 22mm do. do. Austrian Mahogany faced one blockboard 18mm thick Austrian figured Oak faced one blockboard 19mm thick Beech, 6mm plywood Birch, do. do. Do. 9mm do Teak faced one side, plywood thick Austrian figured Oak one side, Australian do. Walnut do. do	ery quality. are edge do. do. do. wn Logs do. do. do. do. do. fG BOARI	OS Rate .08/- .57/- .667/- .644/- .00/- .42/- .397/- .222/- .296/-	Per ft 30, 666, 78 844, 422, 477, 255 Unit Per 100f super, but om one b up to a	cube-

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a space-saving **private** bathroom within the reach of all your customers!

The Leisure Shower Cubicle has been designed to stand anywhere without structural alterations of any kind. It is particularly useful in flatlets, where space is so precious. What does the Leisure Shower Cubicle offer? An attractive shower curtain seals off the gleaming white and black enamel interior from the outside room. The spotlight glass panel, set into the roof, provides plenty of light. A twist of the anti-scald mixer tap gives instant hot or cold showers. The chrome flexible pipe can be transferred to the washbasin, which together with the mirror and glass holder is an optional accessory. The Leisure Shower Cubicle is soundly constructed in pressed steel, and is easy to install. Prices have been kept to a minimum so that all can benefit from this unique piece of home equipment. Display the Shower Cubicle prominently in your showroom—and get set for brisk sales this summer!

PRICES FROM £43.4.6 (undrilled)

TO £58.3.3 (complete with all accessories)

THE LEISURE SHOWER CUBICLE IS MADE BY LEISURE KITCHEN EQUIPMENT LTD NOTTINGHAM ROAD LONG EATON NOTTINGHAM A DIVISION OF ALLIED IRONFOUNDERS

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Ayrshire metal partitions, in one-colour or multi-tone stove enamel or plastic finishes, are made to a unit system which can be tailored exactly to your needs. They give a striking, functional, invigorating and impressive appearance to your offices. When changed conditions require altered accommodation, Ayrshire Partitions can be moved around to meet your needs.

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CURRENT MARKET PRICES (Continued)

	IRONM	12			24in	30in	36in				ls linea							
	japanned		2	/10				2in m	esh		36		42	ight in	8	60		72
per pair Do., but stroppair	nger, pe	211		/10	8/3		-	10½in 12½	wire gau	ige	129	-	150/6 104/9		2/-	215/0		258/3 179/9
look and Rid		,			13/4	16/3	24/10	14½	do.	* *	62/	9	73/6	8.	3/6	104/9)	125/6
OLTS-each-		3in	4in	6in	8in	10in	12in	DOU	BLE SO	OT D	OORS	ANI	FRA	MES				
Cabinet, barrel, or necked . Square sprin		1/11	2/31	3/1	_	_		Fitt	ted with	brass t	urn-	9in				9in 14	lin by	
brass knob .		1/11	-	2/0			7/2	-				********					-	
Tower bolts . Barrel bolts .		_	2/7 3/10	3/8 5/6	7/3	9/4	7/2		ING D							NS-		
Add to Tower of bolts if necke	r Barrel	9 <i>d</i>	9d	1/4	1/3	1/3		a	tory slid bout 100 overed w	osq ft	with m	ild st	eel an	gle fra	ines			
OCKS-each-								S	heeting a	nd inc	luding	hang	ing tul	bulart	rack	18	16 60	super
Rim lock, 2 let brass bolt a			13/6	or I	urnitur Bakelite e finger	do		Fac	nd gear ctory ent lad with	rance 2in m	gates v	with n	nild st	eel fra	mes e		16	
Mortice lock,	2 lever, b	ushed		drass f		e	. 8/9							1		-		
Cylinder latches,		d case		* *	**		17/-		L ROO Skylights				indar	type	with :	nuttyle	ess of	azine
Brass sash faster Casement fasten		able)				each do.	5/- 1/8	lead f	lashings,	and :	in rou	igh ca	ast gla	ss; in	the	case o		
Do. stays	(de	0.)			**	do.	2/3	18in	vertical s	ashed	sides	are pi	rovide	d in a	dditi	on.		
Axle pulleys (bra					**	do.	3/3 4/11	Skylin	size at B			fft by £35			by 6ft 0 10	10	oft by	
Do. as last, but Sash line, No. 8					p		d 1/2½	Lante				£55			6 5	- 1	£110	
					-				H GRAI									DOFT.
British rolled ste		ETAL mills t			ons			1	ke Fed. 40°F pe				to 40	gallor	is rais	ed fro		
on site (6in by	5in, 8in	by 5in o	or 6in,	and 10	0in	110/0		TYPI 20	E gallons	per ho	ur						£	s. d
or 12in by 6in					242	lolot	per ton	15i	n wide,	23in h	igh	Ena	mel fi	nish			11	10 (
Extra cost over be 9in or 18in by					in				gallons n wide,			Do	Grev	Mottl			20	10 (
14in or 15in								. 2 / 1	ii wide,	ZOIII II	ign			n Mot			22	0 (
61in, 20in b									Gallons			-	_				20	
18in by 8in 5in by 4½in, 7i	n hy 31ic	13in	hy Sin			10/- F	do.	221	n wide,	30in h	igh	Do.	Crear	n Moi	ttle	4.5	38	0 (
12in by 5in, 2 6in by 4½in, 7	2in by 7ii	n .				20/-	do.		(GAS, 1	WATE	R A	ND S	TEAM	TU	BES		
5in						25/-	do.					ASIC	PRIC	CES				
4in by 3in, 10. 5in by 2½in, 5	n by 4311					35/-	do.	Inter	nai Diametei	-	in &	in	1in	lin	1in	11in	14ir	2in
6in by 3in, 24	in by 7½ii	1 .				40/-	do.	Tu	bes per	ft	94d	10d	1/-	1/21	1/9	2/3	2/8	3/9
3in by 3in 4\frac{1}{2}in by 1\frac{1}{2}in						50/-	do.		nds eac		1/7	1/9	2/-	2/6	3/8	5/5	5/2	
3in by 13in, 4	in by 11i	a .				70/-	do.		o., round		1/10	2/-	2/4	2/10		4/8	5/8	
lin mild steel Extras per ton			ex mil	II d/d	£4	1/0/0	do.	Te	es osses	do.	2/- 4/4 4d	2/2 4/8 4d	2/6 5/6 6d	3/2 6/6 7d	3/8 8/2 10d	5/- 11/- 1/-	6/2 13/2 1/4	21/-
in or in dia							per ton		cknuts ckets	do.		6d	8 <i>d</i>	10d	1/-	1/4	1/9	
in						30/- 62/6	do.	So	ckets	40	0.4	10.	11	1.00	110	21	210	4.5
in						92/6	do.		dimin.		8d K IN			1/2 OF 61				4/-
S im						132/6 172/6	do. do.	DISC	COUNT					OI LI	JON	MOI	N.E.	
					**	12/0	au.					TU	BE-					
Extras for length 5ft to 3ft						7/6	do.	Medi	ium (Blu	Black	0/			Medi	Ga	lvaniz 25 %	zed	
3ft to 2ft						15/-	do.	Heav	y (Red)	-25	%			Heav	y	15%		
2ft					**	22/6	do.		,			FITT	INGS					
40ft to 45ft 45ft to 50ft			** /			15/- 22/5	do.	Utar	***	Black				Lice		lvania	zed	
Bolts and Nuts							per cwt	Heav	7	-10	10			Heav	, -	47/0		
Trench covering rebated frame			-			25/_6	ootrun	No.	DAT	NIWA	TED (001	os /p	nintal	or 11		de	
Do., but 12in w		ue .			**	27/-	do.		KAI		TER (cu)	
Do., but 14in w	ide					30/-							andar	d List				-
Do., but 18in w	ide				**	39/-	do.	Pipe:	lengths		ea	ch	2in 12/1	0 14/	5 1	lin 8/11 :	5in 24/8	6in
	**	ion 4 T						3ft Shoe	do.		d	lo.	7/-2/7	3/	9 1	0/- 5/7	13/1 9/5	16/6 12/1
C1		TAL S						Bend			d	lo.	3/1				11/3	14/7
Cast iron paven and convex le					ism	33/_ 6	per ft super		ch, singlet, 4\fin			lo.	3/9				14/7 12/11	22/6
Iron single fire					vot	331-1	super	Do.				lo.	4/1		6	9/8	15/3	
hung and self	closing,	to angl	le fram	e reba	ited	641	4-	H.R.	gutter,			lo.	_	6			10/4	13/1
						54/-	do.	Ang	e or noz	W 2.00		10.		2	4.5	3/1	3/9	5/4
and lugged, to 24 gauge galv	anized T	allhov	6ft	nigh.			uo.	Stop				lo.	-	9		1/1	1/6	1/9

CURRENT MARKET PRICES (Continued)

PLASTERIN				
Sand, lime, cement and various under those heads— Metal lathing (\(\frac{1}{2}\) in by 24G) (Plaster baseboard \(\frac{1}{2}\) in (1,200 Lath nails, galvanized. White glazed tiles (6in by 6in Do. rounded on one edge Do. on two adjoining edges	-			
		-		
PLUMBE			1160	
4lb lead sheet (in Iton lots) Lead water pipe in coils (do.) Plumber's solder Copper tacks			118/- 118/- 3/7 8/5	do.
IRON SOIL AND WASTE P	IPE. (5cv	vt lots and	d up)	
each	2in	3in	31in	4in
RON SOIL AND WASTE Preach fain Medium pipe, 6ft length. Do., 4ft length. Bends Do., with oval door Juntion, single Do., with oval door Swan necks, 4½in Do., 9in Holderbat, 2½in projection	. 10/5 . 5/4 . 17/4 . 6/6 . 18/6 . 6/6 . 8/8 . 5/9	17/2 6/6 18/6 9/8 21/8 10/3 11/9 5/11	13/7 8/1 21/1 11/3 24/3 11/9 13/9 6/3 Above pl	15/5 9/1 24/7 13/3 26/3 13/9 16/1 6/4 us 25%
CALVANIZED CICTERNIC	TANING	AND	TVI INT	EDC
GALVANIZED CISTERNS, (Less than three) each CISTERNS		gallo		EKS-
Bends over tops and corner		Nomina	al capaci	ty
plates. Riveted or welded 14 gauge 12 gauge ½in plate	100 174/- 211/- 241/-	150 235/- 292/- 339/-	200 295/- 344/- 399/-	300 417/- 464/- 542/-
HOT WATER TANKS Riveted and with hand hole and ring 12 gauge in plate				
HOT WATER CYLINDERS- Riveted, with handhole and ring 12in gauge in plate	_			
PLUMBER'S BRASSWORK,	etc.	Eac	h	
Boiler screws, single nut Do., double nut Cap and lining Plumber's unions Ball valves, screwed iron Do., fly nut and union	½in 1/8 2/4 1/3 2/6 14/2 15/2	2/2 2/11 1/8 3/1 22/3 24/-	1in 3/6 5/6 2/- 4/2	14in 6/- 8/- 2/2 7/5
Bib valves, crutch top screwed iron Do., but screwed boss Stop valves, screwed iron Do., screwed iron and union Do., double union Waste, plug chain and stay	8/9 10/- 7/9 9/6 10/9	12/9 14/6 10/6 13/9 15/6	28/6 30/- 8/6	9/6
Caps and screws	11in 4/6	1½in 5/6 	2in 7/- 7/8 4/8	4in 11/1 9/-
Thimble Full way gate valves, hot pressed	21/-	3/10	5/-	10/7
Lead 7lb P. trap Do., S. trap Lead 6lb P. traps with 3in s Do., but S. traps, do. Wire balloon guards, coppe Do., galvanized iron, 2in 1/ Hair felt 34in by 20in, 24oz Boss white jointing compou Gasket, 1/104lb. Hemp, 9/-	er, 2in, 3/ 5; 4in 1/ 4, 6/- shee	14in 7/2 8/10 8/- 9/11 8; 4in 4/-	1½in 9/5 11/7 9/8 12/2	2in 13/3 16/3

COPPER	TURES_	-Extract	from	PS	650/1055

	Internal	Internal work (semi-hard) 3cwt						
Nominal bore	Outside diameter	Gauge	Weight lb per ft	Price per lb	Price per ft			
1 in	0.596	19	0.27	pence 441	11.92			
in	0.846	19	0.39	421	16.53			
lin	1.112	18	0.62	40%	25.35			
1½in	1.362	18	0.76	401	30.59			
1½in	1.612	18	0.91	401	36.63			
2in	2.128	17	1.40	41%	58.63			

CAPILLARY TYPE CONNECTIONS—

Add for del All ends co			g on o	rders u	nder £	10.	
Each	pper to	in 4	lin	lin	1±in	14in	2in
Straight		1/51	1/103	2/104	4/04	8/04	11/64
Elbow		3/4	4/11	5/63	8/71	13/114	28/6
Tees		4/11/2	4/8	6/94	11/31	19/41	28/6
Brackets (E	Brass)	2/101	3/5	3/101	4/01	6/51	7/61

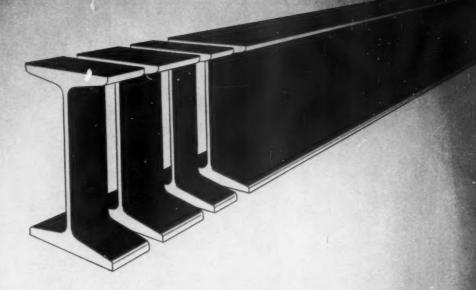
GLASS				
		Per 1	foot supe	rficial
English, flat drawn sheet glass cut to si	zes	24oz	26oz	32oz
in squares	**		1/21	
Figured rolled, white cut to \ Group 1			Per ft su	per
sizes, in squares (fin) Group 2		1/81	do.	
Ditto, but in standard tints		2/11	do.	
hin Rolled, cut to size, in squares		1/24	do.	
in rough cast do		1/51	do.	
in do. wired do		1/91	do.	
Georgian wired do		1/94	do.	
Fluted (No. 1) do		1/81	do.	
in Reeded		2/47	do.	
in Reedlyte (narrow and broad) do.		1/74	do.	
Splotlyte do		1/71	do.	
in Calorex Cast do		1/8	do.	
Flashed Opal (15/18oz) up to 1ft super		4/2	do.	
do. do. over 1ft super			do.	
Pot Opal (15/18oz) up to 1ft super		-	do.	
do. do. over lft super		5/-	do.	

POLISHED PLATE GLASS (Tariff) Cut to sizes

. OLIGITLE I LITTLE O	THE RIDGE	1		me 10 3	IANO.		
Ordinary substance Per Superficial ft In plates not exceeding		and	‡in th	ick.	Genera	l Glazi	ng
2ft super in each	•					417	
				**	* *	4/7	
5ft do						5/7	
45ft do. (unless extra	sizes)					6/9	
100 ft do. (do.)	Gibesi			**		214	
	* *			* *		114	
Extra sizes, i.e., Plates				super	or 160in	one w	ay
or 96in both ways at	higher	pri	ces.				

DECORATING MATERIAL

						Price	Unit
Aluminium 1	Paint .					42/-	Gallon
Distemper, c	eiling .			* *		39/-	Cwt
Distemper, v	vashable					120/-	do.
Enamel (eggs	shell)					52/-	Gallon
Gold Metalli					**	79/-	do.
Heat Resisting	ng Paint					40/-	do.
Japan, black						35/-	do.
Knotting						40/-	do.
Linseed Oil (14/9	do.
Boiled, do.						15/6	do.
Proprietary I							
Elminhima						57/6	do.
Priming (lead						57/6	do.
Undercoat						59/-	do.
Paperhanger						36/6	Cwt
Petrifying lic						9/6	Gallon
Putty						52/6	Cwt
Size						12/3	Firkin
Tanahina						22/-	Gallon
Turpentine s				* *		6/5	do.
Varnish, oak			use			39/-	do.
Do., do., ou				**		41/-	do.
Do., white,						50/-	do.
White lead r			**			66/6	do.
White lead	inven be	MALL			* * -	167/6	Cwt
Whiting	**					13/3	do.
44 mirring						19/3	WU.



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> The adoption of higher working stresses has brought a further reduction in steel and labour, with corresponding reduction in cost.

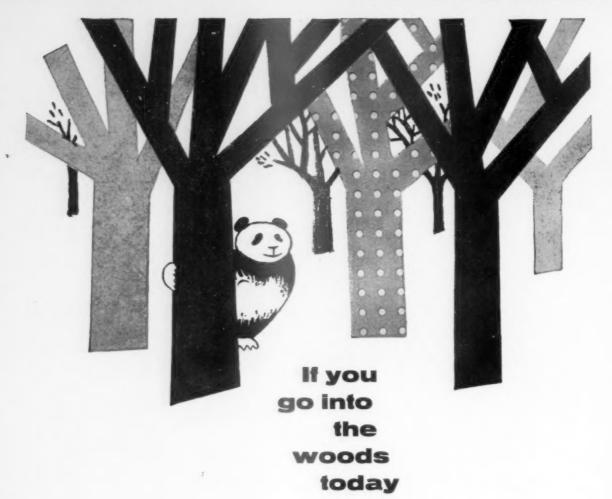
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The structural frame to the bar ceiling in this clubhouse in Ellesmere Port is boxed in in Parana Pine with ply soffits painted eggshell black. The angles to the columns are also painted black with insert blocks in mahogany finished with a clear varnish. The triangular ceiling panels are in ply painted alternately white and pale grey. Walls generally are white, panels of vertical boarding, mahogany clear varnished, and bar fittings, light fittings and door furniture polished brass. Architects: Grenfell Baines and Hargreaves

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News

WORK IN PROSPECT

Ayr Corporation. The housing committee has approved an amended layout for the second development of housing at Belmont South, providing for the erection of (1) 80 four-apartment two-storey cottages; (2) 28 three-apartment two-storey flats; (3) 217 three-apartment two-storey cottages; (4) 42 two-apartment three-storey (single person) flats and (5) 60 two-apartment two-storey (two persons) flats—a total of 427 dwellings.

Bedford Corporation. The public health committee has now recommended approval to a revised scheme for a public convenience at the junction of Ampthill Street and Kingsway.

Dorchester Corporation. Ritchie & Partners (consulting engineers) are to undertake the design of a 1,000,000gal service reservoir on the waterworks site.

Islington Borough Council. V. Fletcher Russell, F.R.I.B.A., has been appointed to prepare specifications and plans for the repair and conversion of four houses at 120/126 Highbury New Park, to provide self-contained units of accommodation.

The housing committee also recommends approval to the appointment of J. Godfrey-Gilbert, F.R.I.B.A., as consultant for the repair and conversion of 38 Sonning Street and 96 Axminster Road.

Learnington Spa. Architects Rayner & Fedeski have indicated that tenders for the scheme for housing old people on the Tachbrook Road Community Centre site would be receivable shortly.

London County Council. A scheme for the extension of the Catford county secondary school for boys at a cost of more than £400,000 is recommended by the education committee.

Approval is recommended to a scheme for the extension of the Woolwich Polytechnic at a cost of £334,240.

One-and-a-half acres, within the area bounded by New Church Road and a proposed large open space, Elmington estate, Lomond Grove and Camberwell Road, Camberwell, is to be developed by the construction of 79 dwellings including a 17-storey point block of flats (with electric floor heating and two high-speed lifts), a four-storey block of maisonnettes, 37 garages and 37 tenants' stores. Estimated cost of the project, including architectural and incidental expenses, is £247,700.

A seven-and-a-half-acre site between Upland Road, Lordship Lane, Barry Road, and Etherow Street at Friern Road, Camberwell, is to be developed by the erection of 169 dwellings in four six-



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storey point blocks of flats (each with a lift), six blocks of two-storey terrace houses, two single-storey blocks of one- or two-room dwellings, 28 garages, covered parking space for 38 cars, estate workshop, etc., and 48 tenants' stores. Estimated cost, including architectural and incidental expenses, is £446,750.

A site of nearly 2n acre, bounded by Ben Johnson Road, Durham Row, White Horse Road and Dame Colet House, Stenney, is to be developed by the erec-

A site of nearly an acre, bounded by Ben Johnson Road, Durham Row, White Horse Road and Dame Colet House, Stepney, is to be developed by the erection of 35 dwellings (in a four-storey maisonnette block and a terrace of one-storey houses for elderly people). Six garages, seven tenants' stores and two play spaces will be provided. Estimated cost of the scheme, including architectural and incidental expenses. is \$89.950.

play spaces will be provided. Estimated cost of the scheme, including architectural and incidental expenses, is £89,950. A site of just over half-an-acre, bounded by Ellen Street, Christian Street, Stuffield Street and existing L.C.C. Development at Christian Street and Berner estate, Stepney, is to be developed by the erection of 29 flats in a seven-storey point block with a penthouse and lift, together with 14 tenants' stores and 20 garages. Estimated cost of the scheme, including architectural and incidental expenses, is £78,100.

Proposals have been approved for a housing development, estimated to cost about £78,000, of a site of about an acre at Walmer Road and Threshers Place. Kensington. The scheme consists of two four-storey blocks of 20 maisonnettes and 10 flats linked by a common staircase, seven garages and 10 tenants' stores

and 10 flats linked by a common staircase, seven garages and 10 tenants' stores and parking space for five cars.

Twenty-four old people's flats are to be provided at a total estimated cost of £52,297 at Westway, Hammersmith, in association with a scheme of the welfare committee for a residential home for old people. The living rooms of the flats will be heated by the central heating plant in the old people's home.

plant in the old people's home.

Twelve three-storey houses in Rosenau Road, Battersea, are to be rehabilitated at n total estimated cost of £39,700. Four of the houses will be converted and modernized for large families and eight will be converted to provide 36 bedsitting rooms, each with a cupboard kitchen, four bed-sitting rooms with small dining/kitchens adjoining and eight two-room flats.

A scheme has been approved for converting six unheated drying rooms, 50 washhouses and one bedroom at the Haggertson estate, Shoreditch, into two two-room flats, two three-room flats, 36 bedrooms and 11 heated drying rooms containing 17 heated drying cabinets. The estimated cost of the work, which is to be carried out by direct labour, is £15,244.

Oxford. The city council housing committee has approved a plan for a building to contain 22 single and six double flatlets for elderly people, together with warden's accommodation, on the central area of the Wood Farm estate. The Minister of Housing and Local Government has raised no objection to the council proceeding with remedial works against dampness and condensation in 204 Orlit houses at the Rose Hilland Barton estates at a total estimated cost of £72,678.

Roman Catholic authorities are proposing to build a new R.C. primary school to serve Blackbird Leys estate and the Littlemore Area.

Penrith U.D.C. The planning committee is seeking a suitable site on which to build 24 old persons' bungalows together with appropriate welfare facilities.

Poplar Borough Council. Adams, Holden & Pearson are to be appointed architects for a scheme for the reinstatement and modernization of the Island Baths establishment.

Stalybridge. One hundred houses are to be erected on the Ridge Hill estate by private enterprise, and the Borough Engineer is to invite the specialist building firms, Unity Structures Ltd., of London, and Selleck Nichols & Co. Ltd., of St. Austell, to submit tenders.

Fulham B.C. The establishment committee has asked the borough architect to prepare plans for the conversion works at 547/549 Fulham Road, for additional office accommodation for town hall staff.

London County Council. The education committee has approved (1) school scheme for 180 E.S.N. boys and girls at Reddins Road, Camberwell, which is included in 1960/61 programme. Estimated cost £83,350; (2) scheme and estimate of £21,850 for the adaptation and improvement of the Hammersmith Day College buildings, with new kitchen and dining accommodation; (3) scheme for two laboratories with balance room, preparation and dark rooms, at Blomfield Secondary School, Woolwich East, at an estimated cost of £9,500; (4) scheme for stage two of the Brookmill Primary School at Lewisham Road, Greenwich, to accommodate 320 junior boys and girls at estimated cost of £62,470.

girls at estimated cost of x02,470.

(5) Scheme for new primary school for 280 children at site of Trundley's Road, Deptford, School, destroyed by enemy action. Project is in 1960/61 programme and cost is estimated at £74,890; (6) plans from the architects, Edward Armstrong & Frederick McManus, for the adaptations and extensions of Daneford Secondary School, Bethnal Green, for 1,000 boys which is in the 1960/61 programme. The estimated cost is £371,520.

The Governors of Mary Datchelor

The Governors of Mary Datchelor Girls' School, Camberwell, have submitted proposals for a new science wing and the improvement of existing accommodation at the estimated cost of £50,870.

Margate Corporation. Tenders are to be invited for the sea defence works from Beresford Gap to Minnis Bay. Subject to necessary consents and loan sanction, the erection of two factories on a one-acre site at Westwood is recommended for approval. Industries Group Sales Ltd. are acting for the two companies interested.

SUBMISSIONS FOR PLANNING AND BYE-LAW APPROVAL

Acton Borough Council. (1) New shopfront and illuminated fascia sign at 88 High Street for Great Universal Stores Ltd.; (2) extension to form loading dock and warehouse at 140 Wales Farm Road for Elizabeth Arden Ltd.; (3) proposed boilerhouse at 50-56 Church Path for Cadogan Laundry Ltd.; (4) extension to factory at Coronation Road for G.R.M. Heat Treatments Ltd.; (5) extension to factory at 7 Steele Road for Superma Ltd.

(6) Extension to office accommodation etc. at Western Avenue for Eustace & Partners Ltd.; (7) extension to transit building at Western Avenue for Renault Ltd.; (8) redevelopment, as two-storey shop with three office floors over, of site of Gaumont Cinema, High Street for E. Alec Colman Group of Companies; (9) first floor extension to factory at Coronation Road for Rawoods & Co. Ltd.; (10) erection of five shops with two office storeys above at 40/48 High Street for E. Alec Colman Group of Companies. (11) Addition to factory (graining

(11) Addition to factory (graining room) at 287 Acton Lane for Augeners Ltd.; (12) extension to factory at Mansell Road for J. Girdler & Co. Ltd.; (13) extensions to warehouse at Gipsy Corner. Western Avenue for F. Meyers Ltd.; (14) extension to factory, Park Royal Road for Metal Mouldings Ltd.; (15) alterations and additions to factory at Westfield Road for Western Margarine Ltd.; (16) erection of new factory at Stirling Road for Denhams (Norwich) Ltd.

Ayr Corporation. (1) Erection of a three-apartment house and garage at Belmont Road, at a cost of £2,700 for J. M. Cuthbertson; (2) conversion of "Staneleigh", Ronaldshaw Park, into two four-apartment flats, at a cost of £2,760 for Mrs. Jessie S. Paton; (3) erection of four-apartment house on each of plots 36 and 47; (4) four-apartment house and garage on each of plots 5 and 41

(5) Two four-apartment houses (s.d.) on plots 72 and 73; (6) four three-apartment houses (s.d.) on plots 106/7/8/9 and (7) two three-apartment houses (with dining area) and garages, on plots 42 and 43, all at an estimated cost of £34,000 at Laigh Glengall for Wm. Govan & Sons Ltd.; (8) erection of brick buildings to be used as switch gear fabrication shops and foundry at Heathfield Road, at an estimated cost of £10,200 for The Wallacetown Engineering Co. Ltd.; (9) brick building for motor car storage, maintenance, etc., at Fort Street, at estimated cost of £8,500 for A. & D. Fraser Ltd.

(10) four-apartment house with dining recess and garage, estimated to cost \$\xi_200\$ at Greenham Road, for Donald C. McLean; (11) erection of three-storey building consisting of two shops on ground floor and office accommodation at the rear of the ground floor premises and on 1st and 2nd floors at an estimated cost of £50,000 at 4/5 Killoch Place, for Parkhouse Development Co. Ltd.; (12) four four-apartment houses (s.d.) on plots \$4/6/7/8\$ and (13) a four-apartment house and garage on plot 75, all at an estimated cost of £14,250 at Laigh Glengall for Wm. Govan & Sons Ltd.; (14) erection of six-apartment houses and garage at Cambusdoon Drive at estimated cost of £5,500 for Hunter Cosh; (16) extension of factory building for use as workshop at McCalls Avenue at estimated cost of £3,000 for Wm. C. Gray & Sons Ltd.

City of London Corporation. (1) Alterations to building of Stationers' Hall, Stationers' Court to provide offices; (2) new shopfront at 10 Bevis Marks; (3) installation of shopfront on rear elevation to shop No. 5 Bow Bells House 46/55 Cheapside; (4) use of basement and ground floor as restaurant and installation of new shopfront on the Moorfields and Moorgate elevations at 89 Moorgate and 10 Moorfields.

(5) Erection of two-storey building for use as a public house with living accommodation over, at "Three Tuns" P.H.,

1, 2 and 3 West Harding Street and part of 19-21 Fetter Lane; (6) installation of a public house on part of the ground floor, with living accommodation on the first floor at "The White Hart" public house, Orbit House, 15 and 17 Plough Place, part of 17 to 23 Bartletts Buildings and the site extending to New Street and Thavies Inn, including parts of 8 to 18 Thavies Inn and part of 16 New Street Square.

(7) Erection of new building—140,000 sq ft or more gross floor space for warehouse use, plus offices with shops and one licensed premises, and four residential units in a penthouse at 24,40 Fore Street, 2-21, 128c to 133 (and part) Bondon Wall, 53 to 63 Wood Street, 4 to 14 Aldermanbury Avenue, 12 (and part) Philip Lane, 42, 45 (and part) Alderman-bury, 1 to 9 and Aldermanbury Postern, 1 to 8, and New Basinghall Street (site 1, redevelopment unit No. 4); (8) erection of headquarters for London Salvage Corps, including offices, appliance room, workshops, dormitories, recreation rooms and senior officers' flats, etc., at 136/146 Aldersgate Street, 89/92 Long Lane and 17 Newbury Street. (9) Six-storey framed brick and concrete structure accommodating 120

hospital beds and ancillary departments at St. Bartholomew's Hospital, new in-patients' block; (10) eight-storey office building with basement for storage and a restaurant at 11/22 Houndsditch and 22/38 Dukes Place; (11) new building for 22/38 Dukes Place; (11) new building for use as offices, showroom, a dental surgery, shops on the ground floor, one licensed premises, and a basement car park, at Moor House, 49 to 53 and 61 to 71 Fore Street, 19 to 27 Fore Street Avenue, 1 to 15 Moorfields and part of Fore Street and Moorfields; (12) erection of mechanical garage on site bounded by Upper Thames Street, Queen Street Place, River Thames and the proposed public cleansing depot.

Dorchester Corporation. (1) Erection houses and garages on Kingsbere Crescent; (2) demolition of existing building and erection of new offices at 24 Cornwall Road; (3) outline application to convert St. Margarets, 6 Linden Avenue into four flats; (5) layout of land for science laboratories and other new buildings for Hardye's School. Dorchester: (6) erection of assembly hall, corridors, etc., at Hardye's School.

Leamington Spa Corporation. (1) Outline application for development by the erection of residential flats in the grounds of The Manor House Hotel, Spencer of The Manor House Hotel, Spencer Street for The Grand Hotel (Eastbourne Ltd., of Eastbourne); (2) six pairs of semi-detached houses with garages and construction of cul-de-sac, off Cubbington Road for R. L. Hopkins (Builders) Ltd., 1 Chapel Street; (3) erection of first section of proposed Church Hall,

adjacent No. 51 Cubbington Road for the Rev. Llewellyn George, Lillington Vicarage, Vicarage Road; (4) outline application for erection of three detached houses or bungalows at rear of 21 Kenil-worth Road, fronting Lillington Avenue for Mrs. B. Ryland; (5) conversion of Nos. 16 and 18 Binswood Avenue into eight flats for the corporation.

Oxford City Council. (1) Erection of 52 lock-up garages on land at rear of 379 Cowley Road for Crapper & Sons Ltd.; extensions to form college rooms, bookshop and bank at corner of Turk Street and Broad Street for Exeter College; (3) two-storey building at Josca's School, 4 Latimer Road, Headington for Iosca's School; (4) outline application erect bungalows, houses or maison nettes at the corner of the Green and First Turn, Wolvercote, for N. S. March, B.C.L., M.A.

(5) New pavilion at Barton Road. Headington for Headington United Cricket Club; (6) crection of two-stored Cricket Club; (b) crection of two-storey steel and asbestos structure at Oxford Road, Cowley, for Morris Motors Ltd.; (7) erection of 21 houses and garages at Cornwallis Road for the Corporation; (8) erection of Roman Catholic church on land at corner of Headley Way and Eden Drive for Rev. A. J. Adams.

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(13) Extension of additional storey to existing roof for laboratories, study rooms and lecture rooms at Department of Forestry, South Parks Road for University Chest.

Penrith U.D.C. (1) Office extensions and toilets at Gilwilly Industrial estate for J. R. Wilson; (2) five garages at police headquarters, Carleton Hall for Cumberland County Council; (3) four houses and a recreational area at Milton Street for Pagerith I.D.C. Penrith U.D.C.

South Shields Corporation. (1) Extensions to factory at River Drive for The Alston Limestone Co. Ltd., for Tyne Chemical Co. Ltd.; (2) second stage of secondary school, Brinkburn, submitted by T. A. Page, Son & Hill for the promoters of the R.C. secondary school; (3) headquarters in Park Avenue for Boy Scout troop, submitted by Mr. D. C. Lyons for South Shields Boy Scouts' Level Association. Local Association.

(4) Offices, storerooms and workshops in Newcastle Road, for the North Eastern Electricity Board; (5) dining hall and kitchen at grammar-technical school for boys, submitted by Mr. J. Smeds for South Shields Education Authority.

Stalybridge Corporation. (1) Erection of a Church Hall at Huddersfield Road, Millbrook, for the Rev. J. Fraser; (2) erection of licensed hotel at junction of Huddersfield Road/Buckton Vale Road for Mrs. E. Bissill.

Wakefield Corporation. (1) Redevelopment of the Central Garage premises and Kiosk Café into four-storey shops for Kay, Hartley & Waite; (2) petrol service Kay, Hartley & Waite; (2) petrol service station and lock-up garages in Borough Road for Mr. L. Harpin; (3) three pairs of semi-detached houses and one detached house in St. John's Mount, submitted by Turner & Holland for H. Waterhouse & Son; (4) five pairs of semi-detached houses and one detached house in St. John's Mount, submitted by Turner & Holland for J. S. Bramley & Son.

(5) Petrol filling station in Church Street for Chantry Garages (Wakefield) Ltd.; (6) extension to factory in Ings Road, submitted by Williams & Womersley and Hepburn Conveyor Co.









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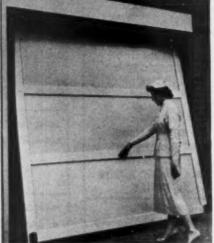
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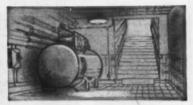
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Official Announcemen

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Apply to Area Staff Manager, No. 1 (Worksop) Area, Todwick Grange, nr. Sheffield, by July 8. [6696

The University of Liverpool
THE Liverpool School of Architecture
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salary range is £1,050-£1,850 per annum;
the initial relativistic tensor of 10.50 the initial salary within the range £1,050-£1,475 per annum, according to age, qualifications and experience.

Applications from young Architects with research interests would be welcomed. There will be opportunities for specia-

Applications, stating age, academic qualifications and experience, together with the names of three referees, quoting reference CV/ABN, should be received not later than July 18, 1960, by the Registrar, from whom further particulars of the acaditions of the amount of the particulars. the conditions of the appointment may be obtained.

Borough of Watford

WATFORD is a pleasant, thriving town in South-West Hertfordshire, in the Green Belt and with easy access to the open country. Although within easy reach of London it has a distinct civic consciousness and cultural, educational, chomping, and transport facilities are shopping and transport facilities are excellent.

The Corporation has a large number of projects in hand and envisaged, includ-ing Swimming Bath, Library extensions, multi-storey buildings, flatted factories and housing, and expansion of the Borough Engineer, Surveyor and Archi-tect's Department is contemplated to handle these schemes.

Applications are invited from suitably

qualified candidates for:—
(a) Assistant Architect. Salary within Grade A.P.T. IV (£1,065-£1,220 per annum).

(b) Architectural Assistants. Salary within Grades A.P.T. II/III (£765-£1,065 per annum).

(c) Architectural Assistant. Salary within Grades A.P.T. I/II (£610-£880 per annum).

annum).

The Assistant appointed to post (a) will be a Section Leader and will carry a considerable amount of responsibility.

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surate with experience and ability, and Housing accommodation will be pro-vided for those requiring it.

Applications to be sent to the undersigned not later than July 11, 1960.
F. C. SAGE, A.M.I.C.E.,
M.I.Mun.E., Regd. Architect.
Borough Engineer, Surveyor and Architect.

Town Hall, Watford.

[6678

Sheffield Regional Hospital Board CLERK OF WORKS APPLICATIONS are invited for the above appointment with responsibility for supervision of capital works at hos-pitals in the Sheffield area involving building, reinforced concrete and similar work. The appointment is temporary but is likely to be at least for two years. Applicants must have served an appren-ticeship in one of the recognized building trades and have had experience as a Clerk of Works on large schemes. Salary will be in the range of £800 to £1,050 per annum, according to qualifi-cations and experience. Travelling cations and experience. Travelling expenses between contracts are payable and the ownership of a car would be an advantage.

Advantage.

Applications, stating age, qualifications and giving full details of experience and projects supervized, including costs, together with the names of three referees, should reach the Secretary to the Board, Fulwood House, Old Fulwood Road, Sheffield 10, not later than Monday, July 4, 1960.

[6693]

London County Council

(No. 1720) Required Brixton School of Building. Required from September, 1960, for Department of

Architecture and Surveying:—
(1) Lecturer. Should be corporate member of R.I.C.S. in either Quantity or Building Surveying, with good profes-sional experience. Teaching experience a recommendation.

(2) Two Assistants, Grade B. Should be corporate members of either R.I.B.A. or R.I.C.S. Candidates with one of the following special interests preferred: (a) Construction; (b) Services; (c) Law and

Economics.
Burnham (F.E.) Salary Scale: Lecturer, £1,370 to £1,550, plus London allowance. Grade B, £700 to £1,150, plus London allowance and additions for qualificaand training. Increments within

scale for experience.
Application forms (foolscap s.a.e.) from Secretary at School, Ferndale Road, S.W.4, returnable within two weeks. [6702

Borough of Epsom and Ewell Borough Engineer and Surveyor's

Department
APPOINTMENT OF ASSISTANT
ARCHITECT (A.P.T. III)
APPLICATIONS are invited for the appointment of an Assistant Architect on Grade A.P.T. III (£880 to £1,065) plus

London Weighting.

Applicants should have had experience in the preparation of plans, specifications, etc., connected with the development of housing estates and maintenance of buildings, and preference will be given to candidates holding the Intermediate Examination of the R.I.B.A.

Examination of the R.I.B.A.

Applications stating age, qualifications and experience, with the names of three referees should be sent to Mr. C. G. Cobbett, A.M.I.C.E., M.I.Mun.E., Borough Engineer and Surveyor, Town Hall, The Parade, Epsom, so as to reach him not later than July 18, 1960.

EDWARD MOORE,

Town Clerk.

Town Clerk June, 1960.

CHIEF ARCHITECT of newly formed Architect's Department of expanding building and civil engineering organizarequires Architectural Assistants energetic interest in design and new forms of construction for home and abroad. Initiative and keeness as important as experience. West End as important as experience. West End Office, five-day week and Luncheon Vouchers. Please state age, experience and salary required to Box 0373. [6646

Borough of Enfield

Non-County Borough in the County of Middlesex Population 109,700; Area 12,400 acres Borough Engineer & Surveyor's Department APPOINTMENT OF

ARCHITECTURAL ASSISTANT
APPLICATIONS are invited for the
above permanent appointment at a salary in accordance with the Grading of Special Classes of Officers of the National Scheme of Conditions of Service, i.e. £785-£1,070 per annum with the addition of London Weighting as follows: follows

Age 16-20yrs. £15. 21-25yrs. £25. 26yrs. and over £40.

Commencing salary will be fixed at a point within the scale commensurate with qualifications and experience. Candidates must be Associates of the Royal Institute of British Architects and have had considerable architectural experience including the design and con-struction of public buildings and new housing estate

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Saturday mornings are normally free of duty.

Application forms, obtainable from Mr. H. D. Peake, M.Sc.(Eng.), M.I.C.E., Borough Engineer and Surveyor, "Percy House", 7 Little Park Gardens, Enfield, Middx., must be delivered to the under-signed not later than Monday, July 11,

> CYRIL E. C. R. PLATTEN. Town Clerk.

Public Offices, Enfield.

[6690

Sheffield Regional Hospital Board APPLICATIONS are invited for the following appointments on the Board's Headquarters staff:—

Assistant Quantity Surveyor. Applicants should hold Corporate Membership of Royal Institution of Chartered Surveyors. Commencing salary within scale £905-£1,310 according to age and experience. Quantity Surveyor's Assistant. Appli-cants should have passed Intermediate Examination of Royal Institution of Chartered Surveyors or an examination giving exemption therefrom. within scale £625-£900 per according to age and experience annum

Applications, stating age, qualifications, experience and names of two referees, should be forwarded to the Secretary, Sheffield Regional Hospital Board, Old Fulwood Road, Sheffield 10, not later than July 11, 1960.

Official Announcements

APPOINTMENTS (cont)

Borough of Hove
SENIOR ASSISTANT ARCHITECT
Grade A.P.T. IV (£1,065-£1,220)
APPLICATIONS are invited for the
appointment of Senior Assistant Architect in the Borough Engineer and Sur-

tect in the Borough Engineer and Surveyor's Department at a salary in accordance with Grade A.P.T. IV.

Candidates should have a general experience including the preparation of drawings and specifications and should have passed the Final examination of the Royal Institute of British Architecture. Royal Institute of British Architects or equivalent.

The appointment will be subject to the National Scheme of Conditions of Service. Local Government Superannuation Acts, medical examination month's notice on either side. examination and one

Applications stating age, training, qualifications, present and previous appointments and experience, together with the names and addresses of two referees must be received by the undersigned not later than Wednesday, July 20, 1960.

Relationship to any member or officer of the Council must be disclosed and canvassing, either directly or indirectly, will be a disqualification

JOHN E. STEVENS. Town Clerk.

Town Hall, June 20, 1960.

[669]

APPLICATIONS are invited for the following appointments:

(a) Senior Building and Planning Assistant, Grade A.P.T. IV (£1,065-£1,220 per annum) plus London Weighting.

Applicants must have passed the final examination of an appropriate professional body and have had considerable experience in dealing with all aspects of planning and building Bye-Law matters. (b) Assistant Architect, Grade A.P.T. III (£880-£1,065 per annum) plus London Weighting.

Applicants should have suitable profes-sional qualifications and experience in

school and housing projects.

(c) Architectural Draughtsman, Grade A.P.T. I (£610-£765 per annum) plus London Weighting.

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appointment are obtainable from Borough Engineer, West Lodge, Broad-way, Bexleyheath, to whom completed applications must be returned by Monday, July 25, 1960. Canvassing will disqualify

ARTHUR GOLDFINCH

Town Clerk

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Particulars, stating salary required, to Personnel Manager, Stewartby, Bedford.

Spalding Urban District Council ARCHITECTURAL ASSISTANT

APPLICATIONS are invited for the above appointment in the Surveyor and Architect's Department at a salary in accordance with Grade A.P.T. II of the National Scheme of Conditions of Service (£765-£880 per annum).

Duties include the design of housing schemes and other architectural work undertaken by the Council and supervision of works in progress.

Applications giving age, qualifications and experience, with the names and addresses of two referees should reach the undersigned not later than July 2,

Housing accommodation will be made available if required. RAYMOND W. HASTINGS.

Clerk [6660

Elstree Rural District Council APPOINTMENT OF TEMPORARY ASSISTANT ARCHITECT

APPLICATIONS are invited for the above temporary appointment in the Department of the Engineer and Sur-veyor, for a period of not less than two years, on work in connection with the design and erection of a proposed Public Hall, covered Swimming Pool and other

civic centre buildings. Salary, J.N.C. Scale "C" (£1,385-£1,620 p.a.); commencing salary to be determined

according to experience. Candidates should have passed the Final Examination of the R.I.B.A. or equivalent. The appointment will be subject to the National Scheme of Conditions of Service; the provisions of the Local Governors. ment Superannuation Acts, 1937-1953, and will be determinable by one month's notice, in writing, on either side. The successful candidate will be required to

pass a medical examination.

Relationship to any member or officer of the Council must be disclosed and canvassing directly or indirectly will disqualify

Applications, stating age, and experience, together with the names and addresses of two referees, should be sent in an envelope endorsed "Temporary Assistant Architect", so as to reach the Engineer and Surveyor at these offices, not later than Friday, July 22, 1960.

A. LANCASHIRE, Clerk of the Council.

Council Offices, Shenley Road, Boreham Wood, Herts, June 24, 1960. **Kingswood Urban District Council** ARCHITECTURAL ASSISTANT

APPLICATIONS are invited for the above post from persons experienced in surveys, layout, house plans and roads and sewers work. Varied work of a and sewers work. Varied rapidly developing district. Salary A.P.T. II (£765-£880).

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Applications stating age, qualifications (if any), experience, etc., and naming two referees, should reach the Engineer and Surveyor, Council Offices, Kingswood, Bristol, by July 12, 1960. I. H. DEARNLEY,

Clerk of the Council [6703

June 23, 1960.

Borough of Maidstone SENIOR ASSISTANT ARCHITECT

APPLICATIONS are invited from appropriately qualified architects for the above appointment, within the salary scale £1,030-£1,150.

Consideration will be given to the provision of housing accommodation required.

The appointment will be subject to the Local Government Superannuation Acts, and to the National Joint Council's Scheme of Conditions of Service. Application forms, obtainable from the Borough Engineer, Palace Avenue, Maidare to be returned to him by July stone, are 12, 1960.

T. SCHOLES Town Clerk [6707

Borough of Newbury ARCHITECTURAL ASSISTANT

APPLICATIONS are invited for the above appointment within the Special Grade (£785-£1,070) with a casual user's car allowance. Candidates must have passed Parts I and II of the R.I.B.A. Final Examination or their equivalent and should have had experience in bousing work with a local authority. housing work with a local authority. Applications, stating age, qualifications, details of experience, together with the names of two referees, should be forwarded to the undersigned by Monday, July 18, 1960. Housing accommodation will be provided if required.

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The appointments are subject to the Standing Orders of the Corporation and medical examination.

Applications, stating age, appointments held and experience, with names of two referees, to:
The City Engineer, Guildhall, London,

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A.B.N. [6681]
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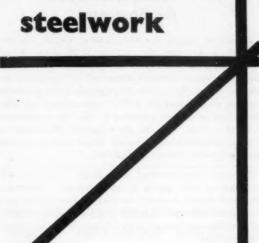
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OCCUPATION

REDUCED PRICES FOR MC COOKER CONTROL UNITS



Substantial price reductions have been made possible by retooling and improved manufacturing technique. At the same time improvements in design and quality have been embodied.

* EPOXY ENAMEL FINISH

This well-known quality of enamel is renowned for high surface finish, superior adhesion, corrosion resistance and general durability. Epoxy enamel is spray-applied and stoved at high temperature to the zinc-coated steel boxes and lids, which are Bonderised after forming.

ADDITIONAL EARTH TERMINAL

This is attached direct to the chassis, in addition to the existing earthing terminal in the base of the box.

EXTRA FIXING HOLES

Metalclad units now have additional fixing holes on 2\(\frac{1}{6}\) centres in the base of the box, in order that they may be fixed over a BS 1299/1363 box sunk in the wall.

* COPPER INTERCONNECTIONS

The interconnecting straps between main switch terminals and socket contacts have been changed from brass to solid copper, to avoid corrosion due to season cracking in moist conditions.

Metalclad Cooker Control Units comply with BS 438 and BS 1833 so far as is relevant. Available with 13 amp (Rectangular Pin) Shuttered Socket-Outlets to BS 1363 and also 15 amp (Round Pin) Shuttered Socket-Outlets to BS 546. Surface or Flush mounting with or without Pilot Indicating Lamps A range of All Insulated Surface Mounting Cooker Control Units are also available.

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